



Metropolitan Transportation Commission

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

Meeting Agenda

Programming and Allocations Committee

Committee Members:

Cindy Chavez, Chair Nate Miley, Vice Chair

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

Papan, Hillary Ronen, Sheng Thao

Non-Voting Member: Dina El-Tawansy

Wednesday, June 14, 2023

9:45 AM

Board Room - 1st Floor

The Programming and Allocations Committee is scheduled to meet on Wednesday, June 14, 2023 at 9:45 a.m. or immediately following the 9:40 a.m. Administration Committee meeting, in the Bay Area Metro Center at 375 Beale Street, Board Room (1st Floor).

This meeting shall consist of a simultaneous teleconference call at the following location(s): Mountain View City Hall, 500 Castro Street, City Clerks Conf. Room, 3rd Floor, Mountain View, CA, and Pinole Public Library, 2935 Valley Road, Pinole, CA

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/84434896680>

Or iPhone one-tap: US: +13462487799,,84434896680# US

Or Join by Telephone: (for higher quality, dial a number based on your current location) US:
877 853 5247 (Toll Free) or 888 788 0099 (Toll Free)

Webinar ID: 844 3489 6680

International numbers available: <https://bayareametro.zoom.us/u/kdE2kJvmaU>

Detailed instructions on participating via Zoom are available at:
<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>.

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

1. Call to Order / Roll Call / Confirm Quorum

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

2. Consent Calendar

- 2a.** [23-0754](#) Minutes of the May 10, 2023 meeting
- Action:** Committee Approval
- Attachments:** [2a 23-0754 05-10-2023 Prog&Allocations Draft Minutes.pdf](#)
- 2b.** [23-0714](#) MTC Resolution No. 4053, Revised. Revision to Lifeline Transportation Cycle 3 Program of Projects.
- Action:** Commission Approval
- Presenter:** Drennen Shelton
- Attachments:** [2b 23-0714 MTC Resolution 4053 Lifeline Transportation Cycle3.pdf](#)
- 2c.** [23-0764](#) MTC Resolution Nos. 4169, Revised, 4263, Revised, and 4513, Revised. Extends BATA Project Savings and AB 664 Funds and Programs FY 2022-23 AB 664 Funds.
- Action:** Commission Approval
- Presenter:** Margaret Doyle
- Attachments:** [2c 23-0764 MTC Resolutions 4169 4263 4513 BATA Projects Savings AE](#)
- 2d.** [23-0757](#) MTC Resolution No. 4523, Revised. Allocation of \$2.6 million, in FY2022-2023 Transportation Development Act (TDA) funds to Solano County Transit (SolTrans) to support transit operations and capital projects in the region.
- Action:** Commission Approval
- Presenter:** Luis Garcia
- Attachments:** [2d 23-0757 MTC Resolution 4523 TDA Allocation SolTrans.pdf](#)
- 2e.** [22-1769](#) MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-13.
- Action:** Commission Approval
- Presenter:** Adam Crenshaw
- Attachments:** [2e 22-1769 MTC Resolution 4545 TIP Amendment 2023-13.pdf](#)

- 2f. [23-0579](#) MTC Resolution No. 4569. Adoption of the \$43.6 million FY2023-24 Regional Measure 2 (RM2) Operating and Marketing Assistance Program.
- Action:** Commission Approval
- Presenter:** Raleigh McCoy
- Attachments:** [2f 23-0579 MTC Resolution 4569 RM2 Operating and Marketing Assistan](#)
- 2g. [23-0755](#) MTC Resolution No. 4568. Adoption of the \$10.8 million FY2023-24 Regional State Transit Assistance (STA) Program
- Action:** Commission Approval
- Presenter:** Raleigh McCoy
- Attachments:** [2g 23-0755 MTC Resolution 4568 Regional STA Program.pdf](#)
- 2h. [23-0756](#) MTC Resolution No. 4575. Allocation of FY2023-24 Transportation Development Act (TDA) funds to County Controllers for TDA administration and to MTC for TDA administration and planning
- Action:** Commission Approval
- Presenter:** Luis Garcia
- Attachments:** [2h 23-0756 MTC Resolution 4575 County Controllers TDA Allocation.pdf](#)
- 2i. [23-0736](#) MTC Resolution Nos. 4202, Revised, 4505, Revised, and 4540, Revised. Revisions to the One Bay Area Grant programs (OBAG 2 and 3) and Carbon Reduction Program (CRP), including programming \$59 million to projects within the OBAG 3 Regional Growth Framework and Climate Initiatives programs and reprogramming \$3.7 million in OBAG 2 Santa Clara County Program balances to various projects.
- Action:** Commission Approval
- Presenter:** Thomas Arndt
- Attachments:** [2i 23-0736 MTC Resolutions 4202 4505 4540 OBAG2 and 3 Carbon Rec](#)
- 2j. [23-0774](#) Housing Incentive Pool (HIP) Program Progress Report (2018-21).
- Action:** Information
- Presenter:** Thomas Arndt
- Attachments:** [2j 23-0774 Housing Incentive Pool Program Progress Report.pdf](#)
- 2k. [23-0763](#) MTC Resolution Nos. 4456, Revised, and 4510, Revised. Transit Capital Priorities Program Revisions FYs 2020-21 - 2023-24
- Action:** Commission Approval
- Presenter:** Margaret Doyle
- Attachments:** [2k 23-0763 MTC Resolutions 4456 and 4510 TCP Program Revisions.pdf](#)

3. Regional

- 3a. [23-0580](#) MTC Resolution No. 4320, Revised. Clipper® START Pilot Update and Extension

Results of the evaluation for the Clipper® START means-based transit fare discount program pilot and recommended extension of the pilot program until June 30, 2025.

Action: Committee Approval

Presenter: Melanie Choy and Judis Santos

Attachments: [3a 23-0580 MTC Resolution 4320 Clipper START Pilot Update Extension](#)
[3a 23-0580 Attachment A PowerPoint Presentation.pdf](#)
[3a 23-0580 Attachment B MTC Resolution 4320.pdf](#)
[3a 23-0580 Attachment C Clipper START Pilot Key Findings.pdf](#)

- 3b. [23-0758](#) MTC Resolution Nos. 4570, 4571, 4572, and 4573. Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB 1107 Allocation

Allocation of \$482 million in FY2023-24 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to 5 transit operators and MTC to support transit operations and capital projects in the region.

Action: Commission Approval

Presenter: Luis Garcia

Attachments: [3b 23-0758 MTC Resolutions 4570 4571 4572 4573 TDA STA RM2 AB1](#)

- 3c. [23-0760](#) MTC Resolution Nos. 4583 through 4586 and 4591 through 4595. Allocation of \$271.6 million in Regional Measure 3 (RM3) capital funds to STA, BAIFA, CCTA, TAM, and NVTA

Recommended allocation of a total \$271.6 million in RM3 capital funds to I-80 Express Lanes in Solano County (STA); I-80 Express Lanes in Solano County - Toll Systems (BAIFA); I-680/SR-4 Interchange Improvements (CCTA); US-101 Marin-Sonoma Narrows (TAM); I-80/I-680/SR-12 Interchange (STA); I-80 Westbound Truck Scales (STA); Vine Transit Maintenance Facility (NVTA); SR-29 Soscol Junction (NVTA); and Mokelumne Trail Bike/Ped Overcrossing (CCTA).

Action: Commission Approval

Presenter: Craig Bosman

Attachments: [3c 23-0760 MTC Resolutions 4583 to 4586 and 4591 to 4595 RM3 Alloc](#)

4. Public Comment / Other Business

*Committee Members 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.*

5. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee is scheduled to be held at the Bay Area Metro Center, 375 Beale Street, San Francisco at 9:45 a.m. on Wednesday, July 12, 2023. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0754 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 5/4/2023 **In control:** Programming and Allocations Committee

On agenda: 6/14/2023 **Final action:**

Title: Minutes of the May 10, 2023 meeting

Sponsors:

Indexes:

Code sections:

Attachments: [2a_23-0754_05-10-2023_Prog&Allocations_Draft_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the May 10, 2023 meeting

Recommended Action:
Committee Approval



Metropolitan Transportation Commission Meeting Minutes

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

Programming and Allocations Committee

Committee Members:

Cindy Chavez, Chair Nate Miley, Vice Chair

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

Papan, Hillary Ronen, Sheng Thao

Non-Voting Member: Dina El-Tawansy

Wednesday, May 10, 2023

9:45 AM

Board Room - 1st Floor

In the absence of the Programming and Allocations Committee Chair and Vice Chair, Commission Chair Pedroza called the meeting to order.

1. Call to Order / Roll Call / Confirm Quorum

Commission Chair Pedroza, Commission Vice Chair Josefowitz, and Commissioner Spering were deputized to make quorum.

Present: 4 - Commissioner Abe-Koga, Commissioner Glover, Vice Chair Papan, and Commissioner Ronen

Absent: 4 - Commissioner Chavez, Commissioner Fleming, Commissioner Miley, and Commissioner Thao

Chair Pedroza deputized Vice Chair Josefowitz to make quorum and as Commissioner Glover was expected to leave during the course of the meeting, deputized Commissioner Spering to make quorum.

Commissioner Ronen arrived during agenda item 3a.

Non-Voting Member Absent: Commissioner El-Tawansy

Ad-Hoc Non-Voting Members Present: Commissioner Giacomini

2. Consent Calendar

Upon the motion by Josefowitz and seconded by Commissioner Glover, this was approved the Consent Agenda. The motion carried by the following vote:

Aye: 5 - Commissioner Abe-Koga, Commissioner Glover, Vice Chair Papan, Pedroza and Josefowitz

Absent: 5 - Commissioner Chavez, Commissioner Fleming, Commissioner Miley, Commissioner Ronen and Commissioner Thao

2a. [23-0548](#) Approval of Programming and Allocations Committee Minutes of the April 12, 2023 Meeting

Action: Committee Approval

- 2b.** [23-0553](#) Concurrence Request for State Transportation Improvement Program (STIP) Amendment for Santa Clara County.

Action: Committee Approval

Presenter: Karl Anderson
- 2c.** [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
- 2d.** [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
- 2e.** [23-0564](#) Regional Measure 2 (RM2) and Regional Measure 3 (RM3) Capital Programs: Semi-Annual Update.

Action: Information

Presenter: Anne Spevack
- 2f.** [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
- 2g.** [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

2h. [22-1768](#) MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-10.

Action: Commission Approval

Presenter: Adam Crenshaw

3. Regional

3a. [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

Commissioner Ronen arrived during agenda item 3a.

Upon the motion by Commissioner Papan and seconded by Commissioner Ronen, the Committee unanimously approved the referral of MTC Resolution Nos. 4404, Revised, 4579, and 4580 to the Commission for approval. The motion carried by the following vote:

3b. [23-0594](#) Draft 2023 California State Rail Plan - MTC Comments

Subject: Discussion on comments submitted on Caltrans' draft 2023 California State Rail Plan.

Action: Committee Approval

Presenter: Alix Bockelman

Alix Bockelman, Deputy Executive Director, noted that this item is for information only and no action is required of the Committee.

4. Information

4a. [23-0605](#) Major Projects Advancement Policy (MAP) Update

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

Action: Information

Presenter: Kenneth Folan

Michael Baldini (MTC Policy Advisory Councilmember) was called to speak.

4b. [22-1759](#) California Transportation Commission (CTC) and State Funding Programs Update

Staff will provide an update on the CTC's meeting of May 17-18, 2023 and state funding programs under the CTC's purview.

Action: Information

Presenter: Kenneth Kao

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee is scheduled to be held at the Bay Area Metro Center, 375 Beale Street, San Francisco at 9:45 a.m. on Wednesday, June 14, 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 #: 23-0714 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 5/1/2023 **In control:** Programming and Allocations Committee

On agenda: 6/14/2023 **Final action:**

Title: MTC Resolution No. 4053, Revised. Revision to Lifeline Transportation Cycle 3 Program of Projects.

Sponsors:

Indexes:

Code sections:

Attachments: [2b_23-0714_MTC_Resolution_4053_Lifeline_Transportation_Cycle3.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4053, Revised. Revision to Lifeline Transportation Cycle 3 Program of Projects.

Presenter:
Drennen Shelton

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 14, 2023

Agenda Item 2b - 23-0714

MTC Resolution No. 4053, Revised

Subject:

Revision to Lifeline Transportation Cycle 3 Program of Projects.

Background:

MTC's Lifeline Transportation Program (LTP) funds projects that improve mobility for the region's low-income communities. MTC staff, in coordination with Federal Transit Agency (FTA) Region 9 staff, has reviewed the Job Access and Reverse Commute (JARC)/Section 5316 grant awarded to MTC in 2014. Staff found that several completed projects have small, unused fund balances. Staff recommends redirecting these balances to two existing Lifeline Cycle 3 projects that can expend these funds within one year: Peninsula Family Service's Ways to Work program in the amount of \$251,237 and Taxi Voucher program in the amount of \$236,000.

Issues:

None.

Recommendations:

Refer MTC Resolution No. 4053, Revised to the Commission for approval.

Attachments:

- MTC Resolution No. 4053, Revised.



Andrew B. Fremier

Date: May 23, 2012
W.I.: 1311
Referred by: PAC
Revised: 06/27/12-C 07/25/12-C
12/19/12-C 04/24/13-C
10/23/13-C 12/18/13-C
02/26/14-C 07/23/14-C
11/19/14-C 07/22/15-C
03/23/16-C 06/22/16-C
06/27/18-C 06/24/20-C
03/24/21-C 06/28/23-C

ABSTRACT

Resolution No. 4053, Revised

This resolution adopts the FY2011 through FY2013 Program of Projects for MTC's Third Cycle Lifeline Transportation Program, funded with State Transit Assistance (STA), Proposition 1B Transit, Job Access Reverse Commute (JARC), and Surface Transportation Program (STP)/ Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds.

The evaluation criteria established in Resolution 4033 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 — Third Cycle Lifeline Transportation Program of Projects -
FY2011-2013

This resolution was amended on June 27, 2012 to add approximately \$34 million in programming for STA, STP/CMAQ, and JARC projects, and to add about \$21 million in programming for Proposition 1B projects that were previously deferred.

This resolution was amended on July 25, 2012 to add approximately \$0.8 million in programming for projects that were previously deferred.

This resolution was amended on December 19, 2012 to revise the San Francisco Municipal Transportation Agency's (SFMTA's) Proposition 1B program of projects, to program \$2.6

million for San Francisco County STA projects, and to revise Santa Rosa CityBus's JARC project.

This resolution was amended on April 24, 2013 to program approximately \$1.2 million in STP/CMAQ funds for a San Francisco County project; and to revise the funding sources of Tri Delta Transit's Route 200 and 201 project and Contra Costa County Employment and Human Services Department's Taxi Referral program, and of the City of Concord's Monument Shuttle project and the County Connection Preservation of Operations in Communities of Concern project.

This resolution was amended on October 23, 2013 to transfer JARC funds from Cycles of Change Neighborhood Bicycle project to San Leandro Transportation Management Organization LINKS Shuttle project, in the amount of \$35,000, and to adjust previously awarded STA amounts to reflect actual FY2011-12 and FY2012-13 STA revenues.

This resolution was amended on December 18, 2013 to transfer Proposition 1B funds from AC Transit's Internal Text Messaging Signs project to the Contra Costa College Transit Center Improvements project, in the amount of \$500,000.

This resolution was amended on February 26, 2014 to replace FY2010-11 JARC funds which lapsed, with STA or FY2013-14 FTA Section 5307 funds for several projects, with no changes to the total amount programmed to each project.

This resolution was amended on July 23, 2014 to make a minor revision to AC Transit's Proposition 1B-funded East Bay Bus Rapid Transit (BRT) project.

This resolution was amended on November 19, 2014 to replace the City of Vacaville's STP/CMAQ-funded Accessible Paths to Transit project with a Safe Routes to School project, and to make minor revisions to two Proposition 1B-funded projects: CCTA's vehicle replacement project and SFMTA's 8X Mobility Maximization Project.

This resolution was amended on July 22, 2015 to reassign approximately \$89,000 in unused MTC administration funds to the Community Based Transportation Planning (CBTP) Program.

This resolution was amended on March 23, 2016 to redirect \$213,647 from the cancelled Napa Valley College Northbound Shelter project to the newly added VINE Transit CAD/AVL System Part 1 project, and to redirect \$451,324 from SamTrans' Replacement Fixed Route Vehicles project to the newly added San Carlos Transit Center project.

This resolution was amended on June 22, 2016 to make revisions to the Proposition 1B-funded projects in Contra Costa County. WestCAT is removing the Purchase and Installation of Bus Shelters project from the Lifeline program because the project was completed with other funds. The freed up Proposition 1B funds (\$147,335) are being reprogrammed to a newly added project, the Dial-A-Ride Replacement Vehicles project (which is also a Lifeline Cycle 4 project).

This resolution was amended on June 27, 2018 to reflect programming changes in Alameda and San Mateo counties. AC Transit is redirecting \$500,000 in Proposition 1B funds from the Contra Costa Community College Transit Center Improvement project to a newly added San Pablo and Telegraph Rapid Bus Upgrade project (Cycle 3) and redirecting \$2,100,000 from the San Leandro BART Station Terminus project to the East Bay Bus Rapid Transit (BRT) Vehicles, Design and Construction Project. San Mateo County is also redirecting \$93,031 in project cost savings in State Transit Assistance (STA) funds from the North Fair Oaks On-Demand Shuttle project (Cycle 3) to the SamTrans Route 17 on the Coastside of San Mateo County project (which is also a Cycle 2 and 3 project).

This resolution was amended on June 24, 2020 to redirect \$340,668 from the cancelled Outreach & Escort, Inc., Family Transportation Services project to the newly added Santa Clara Valley Transportation American with Disabilities Act Transition Plan program.

This resolution was amended on March 24, 2021 to redirect \$20,000 from the Contra Costa County Employment and Human Services, Taxi Referral project to the KEYs Auto Loan Program.

This resolution was amended on June 28, 2023 to redirect unused JARC funds to two projects: Peninsula Family Service's Ways to Work and Taxi Voucher programs.

Further discussion of this action is contained in the Programming and Allocations Committee summary sheets dated May 9, 2012, June 13, 2012, July 11, 2012, December 12, 2012, April 10, 2013, October 9, 2013, December 11, 2013, February 12, 2014, July 9, 2014, November 12, 2014, July 8, 2015, March 9, 2016, June 8, 2016, June 13, 2018, June 10, 2020, March 10, 2021, and June 14, 2023.

Date: May 23, 2012
W.I.: 1311
Referred by: PAC

RE: Third Cycle Lifeline Transportation Program of Projects – FY2011 – FY2013

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4053

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 4033, which establishes program guidelines to be used for the funding and oversight of the Third Cycle of the Lifeline Transportation Program, Fiscal Years 2011-2013; and

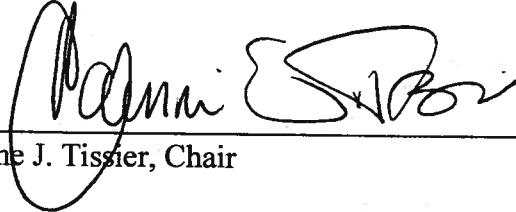
WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution 4033 to fund a Program of Projects for the Third Cycle Lifeline Transportation Program with State Transit Assistance (STA), Proposition 1B Transit, Job Access Reverse Commute (JARC), and Surface Transportation Program (STP)/Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds; and

WHEREAS, the Third Cycle 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 Third Cycle 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 "Adrienne J. Tissier", written over a horizontal line.

Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on May 23, 2012.

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
Alameda County									
1	Bus Stop Repair and Upgrade	Wheels (LAVTA)	Repair and upgrade existing bus stops, including shelters, seating, lighting, curb and sidewalk, etc.	240,910				240,910	
2	Electronic Bike Lockers at Lake Merritt BART Station	BART	Furnish five (5) metal perforated electronic bike pods (total 20 bike locker spaces) at Lake Merritt Station.	52,000				52,000	
3	Wayfinding/Real-Time Arrival at BART Stations	BART	Provide wayfinding and signage from concourse to platform with backlit signs for improved visibility and patron safety; real-time train arrival; wayfinding and signage at street level with secondary language; AC Transit service and destination maps; and exit directories. Projects at Lake Merritt, Hayward, Downtown Berkeley, South Hayward, Coliseum, West Oakland, San Leandro, and Bay Fair BART stations.	3,545,360				3,545,360	(2)
4	East Bay Bus Rapid Transit Terminus/ San Leandro BART Improvements	AC Transit	AC Transit, in coordination with BART and the City of San Leandro, is proposing to expand the transit center at the San Leandro BART station to accommodate the East Bay Bus Rapid Transit Project (BRT) terminus, other AC Transit routes, and other transit services. This project will make street and BART station geometric improvements, add bus staging, and real-time signage at the San Leandro BART Station.	603,487			1,225,539	1,829,026	(2) (27)
5	Update Community-Based Transportation Plans	Alameda CTC	Five CBTPs have been completed in Alameda County to date, between the years of 2004 and 2009. Priority for updates will be for CBTPs completed prior to 2008. It is estimated the approximately three to four CBTP updates will be funded.				475,000	475,000	
6	Neighborhood Bicycle Centers/"Bike-go-Round" - 2012 Operations	Cycles of Change	Neighborhood Bicycle Centers / "Bike-go-Round" provides free bikes and safety training to referred low-income adults for their work commute. An extension of the Lifeline Cycle 2 funded program for calendar year 2012.			10,000		10,000	(14)
7	A Quicker, Safer Trip to the Library to Promote Literacy	Oakland Public Library/City of Oakland (via BART)	"A Quicker, Safer Trip to the Library to Promote Literacy" will transport preschool and kindergarten students, teachers and interested parents by bus to the West Oakland Library for story time and to check out library books. Program will transport approximately seven classes per week to the library by bus. Request is for three years of program operations.		185,000			185,000	(1)
8	Neighborhood Bicycle Centers/"Bike-go-Round"	Cycles of Change	Bike-go-Round program offers bicycle education and distribution services for low-income Oakland Residents to use bicycles for work commuting. The funding requested is for three years of program operations which would provide training for 1,500 participants and distribute 600 bikes over a three-year period.			360,000		360,000	
9	Preservation of Existing Services in Communities of Concern	AC Transit	The Lifeline funds will be utilized to restructure and/or continue service to several key communities of concern in the Southern, Central and Northern portions of Alameda County. Request is for three years of service.		4,316,118	525,429		4,841,547	(1)(16)
10	Hathaway Avenue Transit Access Improvements	Alameda County Public Works	Cherryland is a low-income community with many transit-dependent residents and the lack of sidewalks limits access to AC Transit. The Hathaway Avenue Project includes curb, gutter, ADA pedestrian ramps, landscape, and sidewalks along Hathaway Avenue between Rondale Court and Hayward City limits.				430,000	430,000	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
11	BART Transbay Owl Express Bus Service	BART	This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. An additional \$200K is being provided by Contra Costa County. This is a one-year pilot project.		297,800			297,800	(1)(7)
12	Oakland Broadway Shuttle	City of Oakland	The Broadway Shuttle is a free downtown shuttle linking major transit stations such as the AC Transit 20th St Hub, BART, Amtrak Capitol Corridor, and the Alameda/Oakland/SF Ferry. The route is on Broadway between Embarcadero and 27th St from 7am-7pm Mon-Th; 7am-1am Fri; and 6pm-1am Sat. The Lifeline request also includes expanding weekday evening service until 10pm Mon-Thurs.		723,000			723,000	(16)
13	WHEELS Route 14 Service Provision	LAVTA	The WHEELS Route 14 provides service to residents and employees of the central district of Livermore by connecting low-income communities to employment opportunities and regional transportation services via the Livermore Transit Center. Funding request is for Rte 14 operations.		366,000			366,000	(1)
14	San Leandro "LINKS" Shuttle	San Leandro Transportation Mgmt Organization (SLTMO)/San Leandro	LINKS is a free shuttle service from the San Leandro BART station to businesses in West San Leandro. LINKS Shuttle runs two 32 passenger vehicles during commute hours between the San Leandro BART station and hundreds of employers in West San Leandro. Service is jointly managed by the SLTMO and the City of San Leandro. Request is for three years of service.		310,089	60,911		371,000	(14)(16)
15	Estuary Crossing Shuttle Service Extension	City of Alameda Public Works	The project would extend the existing Estuary Crossing Shuttle service an additional three years from August 2013 to August 2016. The proposed project includes multi-lingual outreach/marketing and a new bus stop at Willie Stargell Avenue and Fifth Street, which is adjacent to low-income public housing. Request is for three years of service.			187,957		187,957	
16	Operation Support for Route 2	Union City Transit, City of Union City	This request is for 1 year of Route 2 operations. The route serves Union City's low income areas and connects UC Intermodal Station with the Decoto neighborhood as well as job centers along Whipple Rd corridor.		115,666			115,666	(1)

County Bid Target N/A* 6,313,673 1,144,297 2,130,539

Proposed Programming 4,441,757 6,313,673 1,144,297 2,130,539 14,030,266
Unprogrammed Balance N/A* - - - -

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
Contra Costa County									
18	Pittsburg/Bay Point BART Station Wayfinding	BART	Comprehensive wayfinding program within the Pittsburg/Bay Point station including overhead signs, transit information displays, local area maps, and real time BART and bus information.	400,000				400,000	(2)
17	Richmond BART Station Eastside Access	BART	Development of eastside of Richmond BART station including raising Nevin Walkway,	1,500,000				1,500,000	
19	Concord BART Station Intermodal	BART	Upgrade to the Concord BART Station intermodal including additional lighting. This project	400,000				400,000	
20	Bus shelters, Bus Pads, and Real Time Departure information	WestCAT	Purchase bus shelters, Real Time departure signs and solar equipment to power signs, and install at key locations throughout the WestCAT service area, including the Rodeo, Crockett, Hercules, Pinole, and Moltavin Manor communities.	-				-	(2), (24)
24	Bus shelters, Bus Pads, and Real Time Departure information	WestCAT	Purchase bus shelters, Real Time departure signs and solar equipment to power signs, and install at key locations throughout the WestCAT service area, including the Rodeo, Crockett, Hercules, Pinole, and Moltavin Manor communities.	-				-	(2), (24)
22	Replacement Buses	County Connection	Procure replacement buses for use in service on Lifeline routes #14, 11, 314, 16, 18, 19, 308. The routes serve the Concord Monument Corridor and North Martinez.	484,534				484,534	(19)
22	Contra Costa College Transit Center Improvements	AC Transit	Pavement, shelter improvements, real-time displays and amenities upgrades at Contra Costa College Transit Center.	160,000				160,000	(15)(25)
22	Contra Costa College Transit Center Improvements	AC Transit	Pavement, shelter improvements, real-time displays and amenities upgrades at Contra Costa College Transit Center.	160,000				160,000	(15)(25)
22	Park & Ride Facility	Tri Delta Transit	Design for new construction of recently purchased parcel of land in NW Antioch for use as a Park & Ride lot.	327,019				327,019	
22	Monument Neighborhood Shuttle	City of Concord	The shuttle will emphasize connections to job training, jobs and BART. It will also provide improved access to other Monument Corridor agencies and facilities that provide family support services to Monument residents. The shuttle service will be operated by a small business through the Monument Community Partnership, in partnership with the Michael Chavez Center for Economic Opportunity and the City of Concord, as part of a community service, employment opportunity, and training program.		161,648			161,648	(12)(16)
22	Preserve Operations in Community of Concern	County Connection	Preserve frequency and coverage on CCCTA routes #14, 11, 16, 18, 19, 314 and 31 6 which serve the Monument Corridor and downtown Martinez. These routes connect residents in two communities of concern to medical services, jobs, and employment.		707,302	150,055		857,357	(1)(12)
22	Route 200 and 201	Tri Delta Transit	Provide service between Bay Point and central Concord and Martinez. Input from the Bay Point community led to the development of route 201 and changes to Route 200 to better serve the community, including an estimated 1,600 high school students residing in Bay Point who attended Mt. Diablo High School in Concord. Both of these routes are also lifeline connections for non-students, providing service between Bay Point and important health care and social service destinations.		757,775	126,353		884,128	(1)(11)
23	KEYs Auto Loan Program	Contra Costa County Employment and Human Services Dept.	Provide CalWORKS participants who have been employed full time for three months with low interest loans to purchase vehicles through a bank partner. The proposed grant funds will allow EHSD to increase the maximum loan amount from \$4,000 to \$5,500.			149,500		149,500	(29)
24	Canal Road Bike/Ped Improvements	Contra Costa County Public Works	Construct approximately 2,000 feet of a class II standard bike lane in both directions and an ADA accessible pedestrian path on the north side of Canal Road that will eliminate the existing gap in sidewalk from Emerald Cove Drive to Bel Air Elementary School.				1,000,000	1,000,000	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
25	Preserve Operations in Community of Concern	AC Transit	Maintain existing services on the following routes that serve low income areas: 71, 76, 376, 800. All of the routes link low-income riders with employment centers, schools, retail, and services. The routes prioritized for funding are vulnerable to service cuts as a result of the projected budget shortfalls over the next three years.		984,087	299,353		1,283,440	(1)
26	Transbay Owl Express	BART	This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. An additional \$298K is being provided by Alameda County. This is a one-year pilot project.		198,311			198,311	(1)(7)
27	C3 Operations	WestCAT	The C3 service operates between Hercules Transit Center and Contra Costa College in San Pablo. The route provides a link to the college for residents of the Bayo Vista community in Rodeo. The route also provides service to a number of work places along San Pablo Avenue and a direct link to the AC Transit 72/72 Rapid, which connects to job centers and regional medical facilities along San Pablo Avenue into Downtown Oakland.		201,325	75,007		276,332	(1)
28	Taxi Referral Program	Contra Costa County Employment and Human Services Dept. (via Tri Delta)	Participation in the Taxi Referral Program - Provide taxi vouchers to people enrolled in CalWORKS as a way to provide transportation to jobs and job training. The service is a bridge until participants have worked long enough to qualify for the KEYs loan program.		126,353	127,832		254,185	(1)(11)(16)(29)
29	Easy Go	City of Richmond	Improve mobility of low-income residents by providing car sharing, Bicycle program and Kids Cab program in South Richmond and North Richmond communities of concern. Utilize grant funds to expand Easy Go transportation resources to low-income residents of North and South Richmond, aimed at increasing mobility access to jobs and human and health services.			140,000	203,291	343,291	(4)

County Bid Target	N/A*	3,136,801	1,068,100	1,203,291	
Proposed Programming	3,431,553	3,136,801	1,068,100	1,203,291	8,839,745
Unprogrammed Balance	N/A*	-	-	-	-

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
Marin County									
30	Novato Bus Stop Improvement Project	Marin Transit	Install transit amenities at targeted local bus stops that include bus shelters, bus stop seating, lighting, and bus operational improvements. The first prioritized project is the Downtown Novato Transit Center located at Redwood Boulevard and Grant Avenue.	985,000				985,000	
31	Advanced Communications and Information System	GGBHTD	Systemwide improvements to GGBHTD's communication system, including voice and data radio communications; basic ITS components including Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL); real-time passenger information; dynamic message signs at selected transit centers, bus stops and other locations; on-board vehicle equipment.	492,729			233,728	726,457	(2)
32	Canal Neighborhood Transit Service	Marin Transit (via GGBHTD)	Transit service to the low income and minority population in the Canal Area of San Rafael on Routes 35 and 36.		413,894			413,894	(1)
33	Route 257 Shuttle	Marin Transit	Support Route 257 shuttle service to connect welfare and other low-income individuals to jobs and employment related services. Route 257 operates between Central San Rafael, employment and retail centers, Dominican University and the Marin Employment Connection site at the Health and Human Services campus.			238,867		238,867	
34	San Rafael School Shuttle	San Rafael Schools (via GGBHTD)	Enable Canal parents to participate in their children's education at San Pedro School by providing shuttle service and emergency taxi vouchers for low-income residents of the San Rafael Canal community (or nearby vicinity) to attend critical academic meetings and other school activities.		158,268			158,268	(1)

County Bid Target	N/A*	572,162	238,867	233,728	
Proposed Programming	1,477,729	572,162	238,867	233,728	2,522,486
Unprogrammed Balance	N/A*	-	-	-	-

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
Napa County									
35	Paratransit Vehicles	NCTPA	Purchase three (3) Vine Go paratransit vans to allow more appointments to be made and increase the efficiency of paratransit services. The project will give more mobility options to low-income residents with disabilities.	192,000				192,000	
36	Replacement Buses for American Canyon	NCTPA	Purchase two (2) replacement buses for American Canyon. New buses will improve the efficiency of the system and improve on-time performance.	192,000				192,000	
37	VINE Transit CAD/AVL System Part 1	NCTPA	Napa VINE identified the need to implement technological tools to assist in managing their operations and serving their customers through the collection, analysis and dissemination of reliable data on its existing fleet of transit vehicles. Based on this high priority need, Napa VINE will deploy a state-of-the-art Automatic Vehicle Location (AVL) System and Computer-Aided Dispatch (CAD) for fixed route and demand response fleets of vehicles.	213,647				213,647	(22)
38	Operating Assistance for new VINE Routes	NCTPA	Improve and expand service within the City of Napa. The new routes will address numerous issues listed in the community-based transportation plan, specifically improving travel times, connectivity between routes, frequency of buses, on-time performance, and a pulse system.		485,548			485,548	(1)
39	Community-Based Transportation Plan Update	NCTPA	Update Napa's community-based transportation plan.				80,000	80,000	
40	ADA Bus Stop Upgrades	NCTPA	ADA and accessibility improvements at bus stops that are used on a frequent basis.				116,794	116,794	
County Bid Target				N/A*	485,548	-	196,794		
Proposed Programming				597,647	485,548	-	196,794	1,279,989	
Unprogrammed Balance				N/A*	-	-	-	-	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
San Francisco County									
41	Mission Mobility Maximization	SFMTA	Enhancements to complement the transit service in the Mission Corridor (Routes 14, 14L, 14X, 49). The project includes colorizing existing dedicated transit lanes, transit signal priority, information panel and transit arrival prediction signs (NextMuni), vehicle branding, and enhanced stop identification. To the extent that funding is available, the project will also include Transit Only Lane Enforcement (TOLE) Cameras.	5,056,891				5,056,891	(2)(3)(9)
42	8X Mobility Maximization	SFMTA	Enhancements along the 8X Route to create and identify a premier transit service which will better serve current ridership, alleviate latent demand and accommodate greater demands in the future. This grant will focus on the southern portion of the 8X from City College to Silver and San Bruno, and the northern portion along Bryant, 3rd Street and Kearny. (The southbound segment in the downtown area will be addressed as part of a separate effort after the Central Subway Construction is completed.) The project includes colorizing existing dedicated transit lanes, transit signal priority, information panel and transit arrival prediction signs (NextMuni), vehicle branding, enhanced stop identification, Transit Only Lane Enforcement Cameras, and improvements at the Balboa Park Station Area and Plaza (pedestrian improvements, lighting, and wayfinding).	5,285,000				5,285,000	(2)(3)(9) (20)
43	Mission Bay Loop	SFMTA	Install a single-track transit loop on Third Street at 18th and 19th Streets to allow the T-Third line to turnaround mid-route and thus enable a significant increase in transit frequencies between Mission Bay, South of Market, and downtown neighborhoods, as well as Chinatown upon completion of the Central Subway project.	1,381,539				1,381,539	(9)
44	Station Wayfinding and Bicycle Parking at San Francisco BART Stations	BART	Wayfinding improvements, including installation of signage and real time information, at 16th Street, 24th Street, and Balboa Park BART stations. Purchase & installation of bicycle lockers at Balboa Park and Glen Park BART Stations. Addition of between 150-175 spaces in a new Bike Station at the Civic Center BART Station.	2,143,650				2,143,650	(2)
45	Continuation of Bus Restoration Project	SFMTA	Continue for two years the expanded service levels and late-night service provided for six bus routes that serve low income communities: 19-Polk, 21-Hayes, 27-Bryant, 29-Sunset, 44-O'Shaughnessy, and 54-Felton.		957,620	1,200,942		2,158,562	(1)(10)
46	Route 108 Treasure Island Enhanced Service	SFMTA	Continue providing more frequent peak period and all night service on Route 108-Treasure Island, the only 24/7 transit service to the island, for two years.		800,000			800,000	(1)(10)
47	Route 29 Reliability Improvement	SFMTA	Continue providing more frequent service on 29-Sunset route to increase reliability for two years.		800,000			800,000	(1)(10)
48	Free Muni for Low Income Youth Pilot Program	SFMTA	The Free Muni for Low Income Youth pilot program is a 22-month program to provide a free Muni pass for low income youth at an estimated cost of \$9.9 million.		400,000			400,000	(1)
49	Eddy and Ellis Traffic Calming Improvements	SFMTA	Implement pedestrian and traffic calming improvements along Eddy and Ellis Streets as proposed through the Tenderloin-Little Saigon Neighborhood Transportation Plan, including: 1) the conversion of Ellis and Eddy Streets from one-way streets to two-way streets, 2) full signal upgrades at the intersections of Eddy/Taylor and Ellis/Taylor, including pedestrian countdown signals, and 3) bulbouts at Eddy/Leavenworth and Ellis/Taylor.				1,175,105		(13)

County Bid Target	N/A*	2,957,620	1,200,942	1,175,105	
Proposed Programming	13,867,080	2,957,620	1,200,942	1,175,105	19,200,747
Unprogrammed Balance	N/A*	-	-	-	-

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
San Mateo County									
50	Replacement Fixed Route Vehicles	SamTrans	Replace a portion of the 1998 40-foot Gillig Bus Fleet. The 1998 Gillig fixed route buses operate on all routes throughout the urbanized portion of San Mateo County.	1,821,373				1,821,373	(23)
51	Electronic Bicycle Lockers at San Bruno BART Station	BART	Purchase and install five (5) quads of electronic bicycle lockers at the San Bruno BART station.	32,000				32,000	
52	Fixed Route 17	SamTrans	Continue funding the operation of existing Lifeline funded expanded fixed route bus service for SamTrans Route 17 on the Coastside 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.		500,079			500,079	(1) (26)
53	Ways to Work Auto Loans for purchase or repair of vehicles	Peninsula Family Services	Continue the Ways to Work Family Loan Program in San Mateo County. Ways to Work provides affordable loans for the purchase or repair of a car for qualified individuals needing reliable transportation in order to maintain employment, attend training, and care for a dependent child or older relative.			375,000		375,000	(30)
54	Middlefield/Woodside Rd (SR 84) Intersection Improvements	City of Redwood City	Increase access, safety and mobility in the North Fair Oaks community of concern by constructing crosswalks, sidewalks, accessible curb ramps, pedestrian countdown signals, bicycle signal detection, street lighting, etc. at the Middlefield Road and Woodside Road (State Route 84) intersection to allow low income, minority residents to walk and bike across Woodside Road.				339,924	339,924	
55	North Central Ped Infrastructure Improvements	City of San Mateo	Improve the mobility of the low-income residents of the North Central neighborhood with the initiation of the \$1.5 Million North Central Pedestrian Infrastructure Improvement Program – Phase I. Phase I includes pedestrian infrastructure improvements south of Cypress Avenue in North Central.				339,924	339,924	(1)(5)
56	Coast Service On-Demand	SamTrans	Continue funding the operation of SamCoast, a general public demand response system on the Coastside of San Mateo County centered in Pescadero.		300,000			300,000	(1)
57	Bus Passes and Tickets for Low Income Families	San Mateo Human Services Agency (via SamTrans local agency fund exchange)	This project will provide bus tokens, bus tickets and bus passes for low-income families, and individuals participating in Self-Sufficiency and Family Strengthening activities such as: employment seeking, employment workshops, skill based training programs, emergency and health related needs, parenting skills workshops, anger management classes, and family counseling.		300,000			300,000	(1)
58	Community Learning Center Public Transportation Workshops	City of South San Francisco (via SamTrans)	Develop curriculum and present public transportation workshops to low-income residents. Create instructional, outreach, evaluation and publicity materials that can be used to serve low-income residents throughout the county. Technology resources such as 511.org will be used by participants.		210,000			210,000	(1)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
59	Midday Shuttle Belle Haven Community and Other Communities	City of Menlo Park (via SamTrans)	The Menlo Park Midday Shuttle operates along a fixed route throughout the City, including the City's redevelopment area, which includes the low-income Belle Haven community. The shuttle provides access to essential destinations including the City's downtown civic center, medical offices, community centers, shopping centers, Caltrain station, and Stanford Medical Center.		240,820			240,820	(1)(5)
60	North Fair Oaks On-Demand Shuttle	City of Redwood City (via SamTrans)	Provide shuttle transportation to basic services such as shopping and medical facilities in the North Fair Oaks community of concern during non-commute hours.		129,896			129,896	(1)(5)(26)
61	Weekday Community Shuttle	City of East Palo Alto	Continue a weekday community shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekday Community Shuttle connects East Palo Alto residents to Caltrain, and has the largest ridership of all the East Palo Alto shuttles.			123,368		123,368	
62	Weekday Evening Shuttle	City of East Palo Alto	Continue a weekday evening shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekday Evening Shuttle provides weekday evening services to commuters.			76,871		76,871	
63	Taxi Vouchers for Low Income Program Participants / Got Wheels Taxi Vouchers	San Mateo Human Services Agency / Peninsula Family Service	Provide emergency taxi vouchers for low-income youth, families, and individuals in need of emergency transportation assistance where a bus pass or ticket cannot provide the transportation in a timely or appropriate manner. / Provide up to six, subsidized on-demand taxi rides per month to qualifying individuals within San Mateo County. Rides are wheelchair accessible and available 24 hours a day, 7 days a week.			60,000		60,000	(30)
64	Weekend Shuttle	City of East Palo Alto	Continue a weekend shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekend Shuttle connects EPA residents to Caltrain on the weekend.			59,557		59,557	
65	San Carlos Transit Center	SamTrans	The San Carlos Transit Center project will enhance an existing multi-modal transit center to facilitate improved safety and connections between SamTrans fixed route bus service, Caltrain commuter rail, local shuttles and pedestrians and bicyclists. The proposed improvements provide for new and relocated bus stops, relocated shuttle and taxi stops/queuing spaces, and pedestrian pathways.	451,324				451,324	(23)

County Bid Target	N/A*	1,680,795	694,796	679,848	
Proposed Programming	2,304,697	1,680,795	694,796	679,848	5,360,136
Unprogrammed Balance	N/A*	-	-	-	-

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
Santa Clara County									
70	Alum Rock Rapid Transit Bus Purchase	VTA	Purchase hybrid diesel-electric express transit buses to operate on the new Santa Clara Street/Alum Rock Avenue Rapid Transit line. The project will provide over 2 million passenger trips per year to low income riders.	9,186,049				9,186,049	(3)
71	Family Transportation Services	Outreach & Escort, Inc.	Provide a range of no-cost transportation alternatives for CalWORKs participants, veterans, older adults and other low-income individuals to assist them in finding and retaining employment. Services include: door-to-door rides to work, training, school and/or support services; support of public transit use; and vehicle repairs.		601,161	1,236,573		1,837,734	(1)(16)(28)
72	American with Disabilities Act Transition Plan Program	VTA	The goals and objectives of this project are to enhance access to VTA's accessible transportation services by removing barriers that might dissuade persons with disabilities from using fixed route service. VTA will engage with the public to develop a schedule and budget to remove those barriers. More than 300 bus stops, at least five transit centers, two customer service centers, and VTA's administrative offices will be fully accessible.		340,668			340,668	(28)
73	Foster Grandparent/Senior Companion	Seniors Council	Provide very low-income foster grandparent and senior companions--who serve as drivers, mentors, tutors, companions, and care givers--with financial reimbursement for work-related mileage. Place the foster grandparents/senior companions serving their communities in work sites as close as possible to their home to mitigate work transportation needs.			83,287		83,287	
74	Senior Transportation & Resources	Outreach & Escort, Inc.	Provide door-to-door transportation and other mobility alternatives that prevent isolation and enable the County's older adults to maintain their necessary schedules and appointments with a sense of independence. A major component of this project is the cooperative working relationships with senior centers that resulted in a successful shared ride program.		3,075,908			3,075,908	(1)
75	Together We Ride	Outreach & Escort, Inc.	Provide transportation assistance to the homeless, veterans, emancipated foster youth, refugees, and persons with disabilities and other vulnerable populations in the county's Communities of Concern. The program offers demand-response (dial-a-ride) services not available by fixed route public transit; shared rides/carpools; group trips. Services are provided at no-cost to low-income riders every day of the year.		1,711,015			1,711,015	(1)
76	East San Jose Pedestrian Improvements	Santa Clara County Roads and Airports	Construct sidewalk improvements and enhance ADA access along nine county-maintained roads in Alum Rock neighborhoods. The pedestrian enhancements will improve access to transit stops along White Road, Alum Rock Avenue (State Route 130), and McKee Road/Toyon Avenue.				2,127,977	2,127,977	

County Bid Target	N/A*	5,728,752	1,319,860	2,127,977	
Proposed Programming	9,186,049	5,728,752	1,319,860	2,127,977	18,362,638
Unprogrammed Balance	N/A*	-	-	-	-

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
Sonoma County									
84	Bus Stop Improvements	Petaluma Transit	Purchase and install up to ten (10) bus shelters at locations in Petaluma that predominantly serve low-income riders. The shelters will support Petaluma Transit routes 2, 11, 24.	76,734				76,734	
85	Vehicle Replacements, Security Cameras, Lighting Improvements at Southside Transfer Center	Santa Rosa CityBus	Replace up to five (5) fixed route buses serving Lifeline routes and six (6) paratransit vehicles serving low-income seniors and persons with disabilities; Replace recording units for onboard security cameras; Lighting improvements at the CityBus Southside Transfer Center in Roseland.	1,268,194				1,268,194	
86	Bus Stop Improvements	Sonoma County Transit	Make enhancements at various bus stops located throughout the Sonoma County Transit and Healdsburg Transit service areas, particularly those in the CBTP areas of Healdsburg, Lower Russian River, and The Springs. Enhancements include installation of new and/or	200,000				200,000	
87	Vehicle Purchase	Sonoma County Transit	Purchase one (1) 40-foot CNG transit coach.	393,864				393,864	
88	Enhanced Automatic Vehicle Location (AVL) and Real-Time Transit Information Program	Santa Rosa CityBus	Implement an Automatic Vehicle Location and Real-time Transit Information Program serving patrons of Santa Rosa CityBus. The goals of the project are to improve service reliability and on-time performance, make real-time transit information widely available in a range of formats, enhance transit security, and improve planning and scheduling.						(2)(6)(8)
89	Roseland Lifeline Operations	Santa Rosa CityBus	Support continued operation of improved transit services in the Roseland community, including service on routes 9, 12, and 19.		537,614	405,987		943,601	(1)(8)(16)
90	Added Capacity on Lifeline Routes 20, 30 & 60	Sonoma County Transit	Support Sonoma County Transit's designated Lifeline routes 20, 30, and 60, including adding capacity during peak commute times.		1,199,831			1,199,831	(1)
91	Healdsburg Pedestrian Safety & Access Improvements	City of Healdsburg	Construct supportive infrastructure to enhance pedestrian mobility and safety between low income areas and various activity centers. This project includes access and safety improvements linking the High School, Junior High School and Sonoma County Healdsburg Library; and installation of a high-intensity activated crosswalk (HAWK) signal proposed at the main entrance to the Healdsburg High School at Powell Ave				202,937	202,937	
92	Central Sonoma Valley Trail	Sonoma County Regional Parks	Construct 0.42 mile of Class I trail in Central Sonoma Valley, creating a safe route parallel to busy Highway 12 for pedestrians and bicyclists. This project will connect Flowery Elementary School, Larson Park, Maxwell Farms Regional Park, and the Boys and Girls Club.				500,000	500,000	

County Bid Target	1,938,792	1,737,445	405,987	702,937	
Proposed Programming	1,938,792	1,737,445	405,987	702,937	4,785,161
Unprogrammed Balance	-	-	-	-	-

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
Multi-County & Regional Projects									
93	Bus shelters at BART Stations	BART	Bus shelters at various BART stations in communities of concern for ADA patrons.	100,000				100,000	
94	Internal Text Messaging Signs	AC Transit	Purchase and install text-based LED signs on the balance of AC Transit's revenue vehicle fleet. The internal text messaging signs provide bus stop and route information to assist hearing impaired riders.	-				-	(2) (15)
95	San Pablo and Telegraph Rapid Bus Upgrade	AC Transit	Upgrades include Transit Signal Priority (TSP) equipment and optimized bus stop locations. Along the Berkeley South side Transit Lane, the project will add one mile of red transit lanes.	500,000				500,000	(15)(25)
96	East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction	AC Transit	Procure (27) 60' Diesel Electric Hybrid for BRT Service, Design and Construct the East Bay BRT Project	7,140,000				7,140,000	(17) (27)
97	Means-Based Discount Project	MTC	Development and implementation of a regional means-based discount. In Phase 1, MTC will develop the regional concept, including identifying who is eligible, costs, funding, relationship to other discounts, etc. MTC will convene a regional Technical Advisory Committee to assist with scope development and project oversight. Depending on the results of Phase 1, the remaining funds from the \$1 million set-aside will be used for implementation activities.	-	308,575	-	-	308,575	(1)(16)
98	Administration & Technical Assistance	MTC	Consistent with federal JARC guidance, five percent of the region's FY11, FY12 and FY13 JARC apportionments has been set aside to fund administration and technical assistance for three years.		-	317,798		317,798	(16) (21)
99	Community-Based Transportation Planning (CBTP) Program Update	MTC	The CBTP Program provides funding to CMAs for planning efforts in Communities of Concern and other transportation-disadvantaged areas. The goal of the program is to develop projects to mitigate existing transportation gaps in those communities. The updated CBTP Program will provide funding to CMAs to develop new plans or to update existing plans.		89,013			89,013	(21)
Multi-County & Regional Target				N/A*	397,588	317,798	-		
Proposed Programming				7,740,000	397,588	317,798	-	8,455,386	
Unprogrammed Balance				N/A*	-	-	-	-	
Regional Grand Totals									
Lifeline Program Revenue Sources				46,519,967	24,300,268	6,390,647	8,971,587	86,182,469	
Total Proposed Programming				46,532,632	24,300,268	6,390,647	8,971,587	86,195,134	
Unprogrammed Balance				(12,665)	-	-	-	(12,665)	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

* In most cases, Proposition 1B Transit funds were allocated directly to transit operators by MTC. Upon concurrence from the applicable CMA, transit operators programmed funds to any capital project that was consistent with the Lifeline Transportation Program and goals, and was eligible for the Proposition 1B funds. In Solano and Sonoma Counties, the CMA programmed the Proposition 1B funds to transit operator projects.

Notes

(1) On 10/23/13, the STA amounts were updated to reflect FY2012 & FY2013 actual revenues, including FY2012 and FY2013 interest. The County Lifeline Program Administrators (LPAs) had originally programmed 95 percent of their county's estimated two-year STA amount, and then developed a contingency plan for the remaining five percent should it be available. The actual two-year revenues plus interest were sufficient to fully fund the 95 percent program, and to provide partial funding to the contingency projects that had been previously identified by the County LPAs.

1

(3) On 5/9/12, staff recommended SFMTA's and VTA's Proposition 1B projects for deferral (not programming) pending resolution of youth/low income free fare funding discussions. Projects were recommended for funding on 6/13/12.

(4) On 6/13/12, staff recommended deferral of funding for the Richmond Easy Go project in order to clarify eligibility issues. Project was recommended for funding on 7/11/12.

(5) JARC funds include FTA Section 5316 funds apportioned in FY12 and Section 5307 funds apportioned in FY13 and FY14. For more information regarding the FY2013 Section 5307 funds, see the Transit Capital Priorities (TCP) Process and Criteria for FY 2012-13 & FY 2013-14 (MTC Resolution No. 4072) and the TCP Program for FY 2012-13 & FY 2013-14 (MTC Resolution No. 4084).

(6) Project must follow the requirements in Attachment A of the *Phase II Call for Projects: 2012 RM2 Real-time Transit Information Grant Program*

(7) On 6/13/12, staff recommended deferral of funding for BART's Transbay Owl Express in order to work with counties and sponsor to address issues. Project was recommended for funding on 7/11/12.

(8) On 12/19/12, \$405,987 in JARC funding was transferred from Santa Rosa CityBus Enhanced Automatic Vehicle Location (AVL) and Real-Time Transit Information Program and reprogrammed to CityBus Roseland Lifeline Operations.

(9) On 12/19/12, SFMTA's 8X Mobility Maximization Proposition 1B amount was reduced from \$9,310,080 to \$5,285,000, SFMTA's Mission Mobility Maximization Proposition 1B amount was increased from \$2,413,350 to \$5,056,891, and a new Lifeline-eligible project, the Mission Bay Loop, was programmed \$1,381,539 in Proposition 1B funds. CMA Concurrence for SFMTA's Proposition 1B projects is expected in December 2012. MTC approval is contingent on receiving that board approval.

(10) San Francisco County STA projects were recommended for funding in December 2012.

(11) On 4/24/13, \$126,353 in JARC funding was transferred from Contra Costa County Employment & Human Services Taxi Referral Program to Tri Delta Transit for Route 200 & 201. \$126,353 in STA funding was transferred from Tri Delta Transit Route 200 & 201 to Contra Costa County Employment & Human Services Department Taxi Referral Program, as a pass through from Tri Delta Transit.

(12) On 4/24/13, \$150,055 in JARC funding was transferred from City of Concord Monument Neighborhood Shuttle to County Connection Preserve Operations in Community Concern project. \$150,055 in local Measure J funds will be programmed to the Monument Neighborhood Shuttle by the Contra Costa Transportation Authority.

(13) SFCTA Board approval for SFMTA's STP/CMAQ project was received in April 2013.

(14) On 10/23/13, \$35,000 in JARC funding was transferred from Cycles of Change's Neighborhood Bike Centers project to the San Leandro TMO LINKS Shuttle. This modification pays LINKS back from funds borrowed by Cycles in 2012, LTP2 JARC funds.

(15) On 12/18/13, \$500,000 in Proposition 1B funding was transferred from AC Transit's Internal Text Messaging Signs project to the Contra Costa College Transit Center Improvements project. This modification is due to cost savings on the Internal Text Messaging Signs project and will allow the scope of the Transit Center Improvements project to include real-time displays and amenities upgrades.

(16) On 2/26/14 \$1,745,579 in STA funds were redirected to five projects impacted by the loss of JARC funds: Oakland Broadway Shuttle, \$723,000; San Leandro "LINKS" Shuttle, \$310,089; Concord Monument Neighborhood Shuttle, \$161,648; Outreach Family Transportation Services, \$461,829; and MTC Admin & Tech. Asst., \$89,013. The STA funds were from the Means-Based Fare Study (\$691,745) and the FY14 STA Lifeline category (\$1,053,834). Additionally, JARC funds were replaced with 5307 FY14 funds on the following projects: Contra Costa County Taxi Referral Program, \$37,884; AC Transit Preserve Ops in Comm of Concern, \$45,986; and Santa Rosa Roseland Operations, \$124,214.

(17) On 7/23/14, AC Transit's East Bay Bus Rapid Transit (BRT) project was revised to add a design and construction component to the existing vehicle purchase component.

(18) On 11/19/14, the City of Vacaville's Accessible Paths to Transit project was replaced with the Safe Routes to School (SRTS) Infrastructure Improvements Project.

(19) As of 11/19/14, CCCTA's original bus replacement project was delivered using alternative funds because the Lifeline Prop 1B funds were not available at the time of procurement, partly due to the delay in available bond proceeds. The \$484,534 in Lifeline Prop 1B funds will be used in a future vehicle procurement (anticipated FY2014-15), which will serve the same areas (Concord Monument Corridor and North Martinez).

(20) On 11/19/14, SFMTA's 8X Mobility Maximization project scope was expanded to include improvements at the Balboa Park Station Area and Plaza.

(21) On 7/22/15, \$89,013 in STA funds that had originally been set aside and allocated for MTC administration and technical assistance in FY 2014, but had not been needed for that purpose, were re-programmed to the Community Based Transportation Planning (CBTP) program.

(22) On 3/23/16, \$213,647 in Proposition 1B funds were redirected from the cancelled Napa Valley College Northbound Shelter project to the newly added VINE Transit CAD/AVL System Part 1 project. VINE Transit CAD/AVL project is also a Lifeline Cycle 4 project.

Third Cycle Lifeline Program of Projects (FY 2011-2013)

- (23) On 3/23/16, \$451,324 in Proposition 1B funds were redirected from the SamTrans' Replacement Fixed Route Vehicles project to the newly added San Carlos Transit Center project.
- (24) On 6/22/16, \$147,335 in Proposition 1B funds were reprogramed from the cancelled WestCAT Purchase and Installation of Bus Shelters project to the newly added Dial-A-Ride Replacement Vehicles project (also a Lifeline Cycle 4 project).
- (25) On 6/27/18, \$500,000 in Proposition 1B funds were redirected from the reduced project scope for the Contra Costa Community College Transit Center Improvement project to the newly added San Pablo and Telegraph Rapid Bus Upgrade project. See also MTC Reso. No. 3880, Revised, Proposition 1B - Regional Transit Program.
- (26) On 6/27/18, \$93,031 in project cost savings in State Transit Assistance funds from the City of Redwood City North Fair Oaks On-Demand Shuttle were redirected to the Lifeline Transportation Program Cycle 3, Route 17 project (on the Coastside of San Mateo County).
- (27) On 6/27/18, \$2.1M in Proposition 1B PTMISEA funds were redirected from the AC Transit San Leandro BART Station Terminus project (LTP Cycle 3) to the AC Transit East Bay Bus Rapid Transit (EBBRT) Vehicles, Design and Construction project. The EBBRT Vehicles, Design and Construction project is also a Lifeline Transportation Program Cycle 4 project.
- (28) On 6/24/20, \$340,668 in State Transit Assistance (STA) funds were redirected from the cancelled Outreach & Escort, Inc. - Family Transportation Services project to the VTA American with Disabilities Act Transition Plan program.
- (29) On 3/24/21, \$20,000 was redirectd from the Contra Costa County Employment and Human Services Department - Taxi Referral project to the KEYs Auto Loan Program project. Project Sponsor is the same for both.
- (30) On 6/28/23: MTC performed a grant balance reconciliation with FTA Region IX staff in April 2023 and FTA approved the redirection of \$487,237 from unused funding in the grant. This action by MTC approves use of the JARC project savings of \$487,237 to the Peninsula Family Services Ways to Work program in the amount of \$251,237 and to the Peninsula Family Services Taxi Vouchers program (formerly San Mateo County) in the amount of \$236,000.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0764 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 5/5/2023 **In control:** Programming and Allocations Committee

On agenda: 6/14/2023 **Final action:**

Title: MTC Resolution Nos. 4169, Revised, 4263, Revised, and 4513, Revised. Extends BATA Project Savings and AB 664 Funds and Programs FY 2022-23 AB 664 Funds.

Sponsors:

Indexes:

Code sections:

Attachments: [2c 23-0764 MTC Resolutions 4169 4263 4513 BATA Projects Savings AB664 Funds.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4169, Revised, 4263, Revised, and 4513, Revised. Extends BATA Project Savings and AB 664 Funds and Programs FY 2022-23 AB 664 Funds.

Presenter:

Margaret Doyle

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 14, 2023

Agenda Item 2c - 23-0764

**MTC Resolution Nos. 4169, Revised, 4263, Revised, and 4513, Revised. Extends BATA
Project Savings and AB 664 Funds and Programs FY 2022-23 AB 664 Funds.**

Subject:

Program \$2.3 million in AB 664 Bridge Tolls as part of the FY 2022-23 Transit Capital Priorities Program, and extend allocation spend-down period for approximately \$21.8 million in BATA Project Savings funds and \$12.2 million in AB 664 funds.

Background:

FY 2022-23 Program: Today's action programs the \$2.3 million to eligible operators as match to federal funds programmed within the FY 2022-23 TCP.

Allocation Extensions: BATA Project Savings and AB 664 Bridge Toll Funds have been programmed to certain projects as part of the Core Capacity Challenge Grant Program (CCCGP).

The program is subject to the policy in MTC Resolution No. 4015, adopted by the Commission in June 2011 and revised in December 2017, which updated the Timely Use of Funds policy by extending the spend-down period from three years to four. Per the Timely Use of Funds policy, at the end of four years, undisbursed funds lapse and are returned to the applicable account.

Operators must request extension or reallocation by providing compelling justification which must be beyond the control of the operator. MTC staff review these requests on a case-by-case basis and seek Commission action for those recommended.

This action would extend, by two years, two BATA project savings allocations and one AB 664 allocation for AC Transit, and by one year, an AB 664 allocation for SFMTA. All three of AC Transit's allocations are for the purchase of buses that are currently in production. SFMTA's allocation – originally \$40.8 million, now carrying a \$7.4 million balance – covers a variety of projects, which have been delayed by the limited availability of construction materials due to supply chain issues. Staff recommends approving these extensions.

Issues:

None.

Recommendation:

Refer MTC Resolution Nos. 4169, Revised, 4263, Revised, and 4513, Revised to the Commission for Approval.

Attachments:

- MTC Resolution No. 4169, Revised
- MTC Resolution No. 4263, Revised
- MTC Resolution No. 4513, Revised



Andrew B. Fremier

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C
09/25/19-C 07/22/20-C
04/28/21-C 06/23/21-C
07/28/21-C 03/23/22-C
05/25/22-C 06/22/22-C
09/28/22-C 06/28/23-C

ABSTRACT

Resolution No. 4169, Revised

This resolution establishes the program of projects for BATA Project Savings and allocates these funds to eligible projects.

The following attachment is provided with this resolution:

Attachment A – Program of Projects

Attachment B – Allocations

This resolution was revised on September 23, 2015 to update the conditions associated with the programming of \$84 million of BATA project savings to SFMTA’s Light Rail Vehicle purchase (LRV) project, in order to reflect the updated amount of AB 664 funds programmed to the project.

This resolution was revised on January 27, 2016 to program and allocate \$24,922,916 in BATA Project Savings towards AC Transit’s Fleet Replacement consistent with the Core Capacity Challenge Grant Program funding plan.

This resolution was revised on December 21, 2016 to de-program \$23,014,657 in BATA Project Savings funds from SFMTA’s LRV project due to receipt of TIRCP funding of the same amount in FY2015-16 and update the conditions associated with the programming to reflect the updated amount of AB 664 and BATA Project Savings funds programmed to the project.

This resolution was revised on March 22, 2017 to program and allocate \$5,248,522 in BATA Project Savings funds to AC Transit and program \$23,040,236 and allocate \$4,649,495 in BATA Project Savings funds to SFMTA towards their Fleet Replacement projects.

ABSTRACT

MTC Resolution No. 4169, Revised

Page 2

This resolution was revised on December 20, 2017 program and allocate \$20,167,986 in BATA Project Savings funds to AC Transit and program \$83,921,695 and allocate \$8,091,805 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects.

This resolution was revised on June 27, 2018 to allocate \$37,270,041 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program, and de-program \$26,867,000 in BATA Project Savings funds from SFMTA's LRV project due to receipt of TIRCP funding of the same amount in FY2017-18 and update the conditions associated with the programming to reflect the updated amount of BATA Project Savings funds programmed to the project.

This resolution was revised on January 23, 2019 to update the programming conditions on SFMTA's LRV Expansion programming from FY2014-15, program an additional \$24,999,671 and allocate \$59,118,014 to SFMTA's LRV Expansion, and program \$5 million for SFMTA projects to execute a funding exchange for their Central Subway project.

This resolution was revised on May 22, 2019 to deprogram \$5 million and remove a project from SFMTA's programming to reflect changes made in the Transit Capital Priorities Program.

This resolution was revised on September 25, 2019 to allocate \$45,729,959 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program, and remove a funding condition related to financing.

This resolution was revised on July 22, 2020 to revise AC Transit's FY2016-17 through FY2019-20 BATA Project Savings programming to match their updated fleet plan, and allocate a total of \$7,890,353 in BATA Project Savings funds to AC Transit (\$3,607,227) and SFMTA (\$4,283,126) toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program, and remove funding conditions on SFMTA programming related to financing.

This resolution was revised on April 28, 2021 to program and allocate a total of \$10,904,715 in BATA Project Savings funds to AC Transit (\$4,912,063) and SFMTA (\$5,992,652) toward their

ABSTRACT

MTC Resolution No. 4169, Revised

Page 3

Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program.

This resolution was revised on June 23, 2021 to extend \$5,248,522 in BATA Project Savings funds to AC Transit for Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program and the Timely Use of Funds policy outlined in MTC Resolution No. 4015.

This resolution was revised on July 28, 2021 to program and allocate \$1,845,000 to Solano Transportation Authority for Design Services During Construction on the Solano 80 Express Lanes Project, and to program and allocate \$2,822,000 to BAIFA for the Toll System on the Solano 80 Express Lanes Project, as part of a funding exchange.

This resolution was revised on March 23, 2022 to program and allocate a total of \$34,160,576 in BATA Project Savings funds to AC Transit (\$29,160,576) and SFMTA (\$5,000,000) toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program.

This resolution was revised on May 25, 2022 to correct AC Transit's FY 2021-22 allocation, de-allocating \$4,667,000, to reflect a July 2021 funding exchange with the OBAG 2 program.

This resolution was revised on June 22, 2022 to extend \$21,809,281 in BATA Project Savings funds to AC Transit for Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program and the Timely Use of Funds policy outlined in MTC Resolution No. 4015.

This resolution was revised on September 28, 2022 to correct AC Transit's FY 2021-22 allocation, de-allocating \$1,412,063 to be replaced by FTA formula funds, consistent with the commitments of the Core Capacity Challenge Grant Program.

This resolution was revised on June 28, 2023 to extend \$21,809,281 in BATA Project Savings funds to AC Transit for Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program and the Timely Use of Funds policy outlined in MTC Resolution No. 4015.

ABSTRACT

MTC Resolution No. 4169, Revised

Page 4

Further discussion of this action is contained in the MTC Programming and Allocations Committee summary sheet dated January 14, 2015, September 9, 2015, January 13, 2016, December 14, 2016, March 8, 2017, December 13, 2017, June 13, 2018, January 9, 2019, May 8, 2019, September 4, 2019, July 8, 2020, April 14, 2021, June 9, 2021, July 14, 2021, March 9, 2022, May 11, 2022, June 8, 2022, September 14, 2022, and June 14, 2023.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC

RE: Programming and allocation of BATA Project Savings

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4169

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, 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, pursuant to Streets and Highways Code (SHC) Section 31010(b), funds generated in excess of those needed to meet the toll commitments as specified by paragraph (4) of subdivision (b) of Section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Sections 30913 and 30914; and

WHEREAS, the BATA Project Savings are bridge toll funds made available from project and financing savings on BATA’s Regional Measure 1 and Toll Bridge Seismic Retrofit programs; and

WHEREAS, MTC adopted Resolution No. 4123, Revised, which established an investment plan for MTC’s Transit Core Capacity Challenge Grant Program that targets federal, state, and regional funds to high-priority transit capital projects between FY2014-15 and FY2029-30, and as part of this investment plan, BATA Project Savings were assigned to certain projects; and

WHEREAS, BATA staff has determined that the Transit Core Capacity Challenge Grant Program is a bridge improvement project that improves the operations of the state-owned toll bridges; and

WHEREAS, BATA has adopted BATA Resolution No. 111, Revised, to amend the BATA budget to include the Transit Core Capacity Challenge Grant Program; and

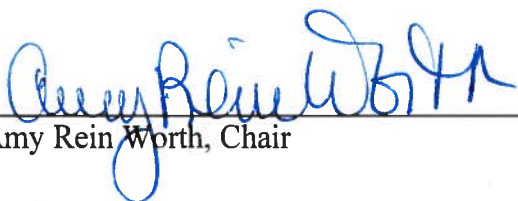
WHEREAS, BATA has adopted BATA Resolution No. 72, Revised, to amend the BATA Long Range Plan to include the Transit Core Capacity Challenge Grant Program; now, therefore, be it

RESOLVED, that MTC approves the program of projects for BATA Project Savings, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of BATA Project Savings in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment B; and, be it further

RESOLVED, that should the allocation of BATA Project Savings be conditioned on the execution of a funding agreement, that the Executive Director or his designee is authorized to negotiate and enter into a funding agreement with claimant that includes the provisions contained in Attachment A and B.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 28, 2015.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C
09/25/19-C 07/22/20-C
04/28/21-C 07/28/21-C
03/23/22-C 05/25/22-C
09/28/22-C

Attachment A
Resolution No. 4169
Page 1 of 3

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2014-15 Program of Projects

Operator	Project	Amount	Conditions
SFMTA	Fleet Expansion - LRV Purchase	34,118,343	This programming counts toward MTC share of replacment LRVs.
Total FY2014-15 Programming:		34,118,343	

FY2015-16 Program of Projects

Operator	Project	Amount	Conditions
AC Transit	AC Transit Projects Replace 29 40-ft Artic Urban buses Purchase 10 40-ft urban buses - Zero-Emission Fuel Cell Purchase 10 double-decker diesel buses		
<i>Total AC Transit Programming</i>		<i>24,922,916</i>	
Total FY2015-16 Programming:		24,922,916	

FY2016-17 Program of Projects

Operator	Project	Amount	Conditions
AC Transit	AC Transit Projects Purchase 36 Coach Buses (MCIs)		
<i>Total AC Transit Programming</i>		<i>5,248,522</i>	
SFMTA	SFMTA Projects Replacement of 60' Trolley Coaches		
<i>Total SFMTA Programming</i>		<i>12,967,639</i>	
Total FY2016-17 Programming:		18,216,161	

FY2017-18 Program of Projects

Operator	Project	Amount	Conditions
AC Transit	AC Transit Projects Purchase 40-ft Urban Buses		
<i>Total AC Transit Programming</i>		<i>16,560,759</i>	
SFMTA	SFMTA Projects Replacement of 40-ft Trolley Coaches Replacement of 60-ft Motor Coaches Replacement of 30-ft Motor Coaches		
<i>Total SFMTA Programming</i>		<i>79,638,569</i>	
Total FY2017-18 Programming:		96,199,328	

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C
09/25/19-C 07/22/20-C
04/28/21-C 07/28/21-C
03/23/22-C 05/25/22-C
09/28/22-C

Attachment A
Resolution No. 4169
Page 2 of 3

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2018-19 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects	Replace 50 40-ft buses		
	<i>Total AC Transit Programming</i>	<i>2,321,181</i>	
SFMTA Projects	Fleet Expansion - LRV Purchase		Note: \$24,999,671 programmed in January 2019. Programming counts toward MTC share of replacement LRVs.
	40-ft Motor Coach Midlife Overhaul		
	Replace 35 Paratransit Cutaway Vans		
	<i>Total SFMTA Programming</i>	<i>27,452,111</i>	
Total FY2018-19 Programming:		29,773,292	

FY2019-20 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects	Preventive Maintenance		
	<i>Total AC Transit Programming</i>	<i>1,286,046</i>	
SFMTA Projects	Muni Rail Replacment		
	40-ft Motor Coach Midlife Overhaul		
	<i>Total SFMTA Programming</i>	<i>1,830,686</i>	
Total FY2019-20 Programming:		3,116,732	

FY2020-21 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects	Replace (50) 40ft Urban Buses - Diesel		
	<i>Total AC Transit Programming</i>	<i>4,912,063</i>	
SFMTA Projects	Light Rail Vehicle Replacement Procurements		
	<i>Total SFMTA Programming</i>	<i>5,992,652</i>	
Total FY2020-21 Programming:		10,904,715	

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C
09/25/19-C 07/22/20-C
04/28/21-C 07/28/21-C
03/23/22-C 05/25/22-C
09/28/22-C

Attachment A
Resolution No. 4169
Page 3 of 3

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2021-22 Program of Projects

Operator	Project	Amount	Conditions
Solano Transportation Authority	Solano 80 Express Lanes - Design Services During Construction		Note: The programming is a part of the exchange of federal funds originally earmarked for the I-80 Managed Lanes project in Solano County.
	<i>Total STA Programming</i>	<i>1,845,000</i>	
BAIFA	Solano 80 Express Lanes - Toll System		Note: The programming is a part of the exchange of federal funds originally earmarked for the I-80 Managed Lanes project in Solano County.
	<i>Total BAIFA Programming</i>	<i>2,822,000</i>	
AC Transit Projects			
	Replace (25) Urban Buses - Fuel Cell	11,980,314	
	Replace (17) 40ft Urban Buses - BEB	9,472,750	
	Replace (23) 40ft Urban Buses - Diesel	1,628,449	
	<i>Total AC Transit Programming</i>	<i>23,081,513</i>	
SFMTA Projects			
	Light Rail Vehicle Replacement Procurements		
	<i>Total SFMTA Programming</i>	<i>5,000,000</i>	
Total FY2021-22 Programming:		32,748,513	

Date: January 28, 2015

W.I.: 1511

Referred by: PAC

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

Attachment B
Resolution No. 4169
Page 1 of 1

ALLOCATIONS TO BATA PROJECT SAVINGS FUNDED PROJECTS

Operator	Project	Date	Amount	Allocation No.	Notes
AC Transit	Projects Listed on Attachment A	1/27/2016	24,922,916	16-4169-01	See Notes below
AC Transit	Projects Listed on Attachment A	3/22/2017	5,248,522	17-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	3/22/2017	4,649,495	17-4169-02	See Notes below
AC Transit	Projects Listed on Attachment A	12/20/2017	16,560,759	18-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	12/20/2017	4,956,713	18-4169-02	See Notes below
SFMTA	Projects Listed on Attachment A	6/27/2018	37,270,041	18-4169-03	See Notes below
SFMTA	Projects Listed on Attachment A	1/23/2019	59,118,014	19-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	9/25/2019	45,729,959	20-4169-01	See Notes below
AC Transit	Projects Listed on Attachment A	7/22/2020	3,607,227	21-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	7/22/2020	4,283,126	21-4169-02	See Notes below
SFMTA	Light Rail Vehicle Replacement	4/28/2021	5,992,652	21-4169-03	See Notes below
AC Transit	Replace (50) 40ft Urban Buses -Diesel	4/28/2021	4,912,063	21-4169-04	See Notes below
STA	Solano 80 Express Lanes - DSDC	7/28/2021	1,845,000	22-4169-01	See Notes below
BAIFA	Solano 80 Express Lanes - Toll System	7/28/2021	2,822,000	22-4169-02	See Notes below
AC Transit	FY22 Projects Listed on Attachment A	3/23/2022	23,081,513	22-4169-03	See Notes below
SFMTA	Light Rail Vehicle Replacement	3/23/2022	5,000,000	22-4169-04	See Notes below
Total Allocations:			250,000,000		

Notes:

- 1 Acceptance of allocations requires operator agreement to comply with the provisions of the AB 664 Net Bridge Toll Revenues section of MTC Resolution No. 4015 and that any BATA Project Savings funds received shall be subject to MTC Resolution No. 4015, unless otherwise agreed to herein.
- 2 Allocation 17-4169-01 shall be extended to 6/30/2022 in accordance with the Timely Use of Funds policy in MTC Resolution No. 4015. See PAC memo dated June 9, 2021 for detail.
- 3 Allocations 22-4169-01 and 22-4169-02 are a part of the exchange of federal funds originally earmarked for the I-80 Managed Lanes project in Solano County. See PAC memo dated July 14, 2021 for more detail.
- 4 Technical correction made on 8/12/2021 to correct amounts to match Attachment A which were transposed in Attachment B for allocations 21-4169-03 and 21-4169-04.
- 5 Allocations 17-4169-01 and 18-4169-01 shall be extended to 6/30/2023 in accordance with the Timely Use of Funds policy in MTC Resolution No. 4015. See PAC memo dated June 8, 2022 for detail.
- 6 Allocations 17-4169-01 and 18-4169-01 shall be extended to 6/30/2025 in accordance with the Timely Use of Funds policy in MTC Resolution No. 4015. See PAC memo dated June 14, 2023 for detail.

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 04/26/17-C 07/26/17-C
12/20/17-C 06/27/18-C
05/22/19-C 03/25/20-C
07/22/20-C 06/22/22-C
06/28/23-C

ABSTRACT

Resolution No. 4263, Revised

This resolution allocates AB 664 Net Bridge Toll Revenues to eligible transit operators for FY2016-17 through FY2019-20. The initial allocation will be for FY2016-17 for AC Transit and SFMTA projects consistent with the Transit Capital Priorities Program, and reallocation of FY2012-13 AB 664 funds for BART, SFMTA, and WETA that had lapsed due to unforeseen project delays. This resolution will be amended to add the remainder of the FY2016-17 AB 664 allocations in conjunction with final revisions to the FY2015-16 Transit Capital Priorities program. Additionally, this resolution will be amended annually to add each year's AB 664 allocation, through FY2019-20.

The following attachments are provided with this resolution:

Attachment A – Allocation of AB 664 Net Bridge Toll Revenue FY2016-17

Attachment B – Allocation of AB 664 Net Bridge Toll Revenue FY2017-18

Attachment C – Allocation of AB 664 Net Bridge Toll Revenue FY2018-19

Attachment D – Allocation of AB 664 Net Bridge Toll Revenue FY2019-20

Attachment A of this resolution was revised on April 26, 2017 to reallocate FY2012-13 AB 664 Bridge Toll funds for AC Transit that had lapsed due to unforeseen project delays.

Attachment A of this resolution was revised on July 26, 2017 to allocate the remainder of the FY2016-17 non-Core Capacity Challenge Grant Program AB 664 Bridge Toll funds based on the final revisions to the FY2016-17 Transit Capital Priorities program.

Attachment B of this resolution was revised on December 20, 2017 to allocate AB 664 Bridge Tolls funds to AC Transit, BART, and SFMTA in FY2017-18 consistent with the Transit Capital

ABSTRACT

MTC Resolution No. 4263, Revised

Page 2

Priorities Program and commitments of the Core Capacity Challenge Grant Program, and to reallocate FY2013-14 funds for AC Transit, SFMTA, SamTrans, and WestCAT that had lapsed due to unforeseen project delays.

Attachment B of this resolution was revised on June 27, 2018 to allocate \$40,771,236 to SFMTA consistent with the commitments of the Core Capacity Challenge Grant Program, and to allocate the remainder of the FY2017-18 non-Core Capacity Challenge Grant Program AB 664 Bridge Toll funds based on the final revisions to the FY2017-18 Transit Capital Priorities program.

Attachment C of this resolution was revised on May 22, 2019 to allocate \$2,300,000 to operators based on the final revisions to the FY2018-19 Transit Capital Priorities program.

Attachment D of this resolution was revised on March 25, 2020 to allocate \$1,088,974 to AC Transit consistent with the commitments of the Core Capacity Challenge Grant Program, and to allocate \$2,300,000 to other non-Core Capacity Challenge Grant Program operators based on the final revisions to the FY2019-20 Transit Capital Priorities program.

Attachment D of this resolution was revised on July 22, 2020 to allocate \$30,505,174 to SFMTA consistent with the commitments of the Core Capacity Challenge Grant Program.

Attachment B of this resolution was revised on June 22, 2022 to extend allocations of \$40,771,236 to SFMTA and \$6,647,545 to AC Transit for Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program and the Timely Use of Funds policy outlined in MTC Resolution No. 4015.

Attachment B of this resolution was revised on June 28, 2023 to extend allocations of \$40,771,236 to SFMTA and \$6,647,545 to AC Transit for Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program and the Timely Use of Funds policy outlined in MTC Resolution No. 4015.

ABSTRACT

MTC Resolution No. 4263, Revised

Page 3

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017, April 12, 2017, July 12, 2017, December 13, 2017, June 13, 2018, May 8, 2019, March 11, 2020, July 8, 2020, June 8, 2022, and June 14, 2023.

Date: March 22, 2017
W.I.: 1512
Referred by: PAC

RE: Allocation of AB 664 Net Bridge Toll Revenues for FY 2016-17 through FY 2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4263

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, pursuant to Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operating public transportation systems to achieve MTC's capital planning objectives in the vicinity of toll bridges as set forth in its adopted Regional Transportation Plan (RTP) ("Net Revenues"); and

WHEREAS, MTC Resolution No. 4015 sets forth MTC's bridge toll revenue allocation policies; and

WHEREAS, pursuant to Streets and Highways Code § 30895, MTC has prepared and submitted to the Legislature a report on the capital planning and ferry system objectives of MTC to be achieved through the allocation of net toll revenues; and

WHEREAS, "Claimants" have each submitted an application to MTC for an allocation of net bridge toll revenues in FY2016-17 through FY2019-20 for the projects and purposes set forth in Attachments A-D to this resolution, attached hereto and in MTC Resolution No. 4262, and incorporated herein as though set forth at length; and

WHEREAS, MTC Resolution No. 4262 programs Net Bridge Toll Revenues for FY2016-17 through FY2019-20; and


WHEREAS, claimants certify that their respective projects and purposes set forth in Attachment A-D are in compliance with the requirements of the California Environmental

Quality Act (Public Resources Code § 21000 et seq.) and the State EIR Guidelines (14 Cal. Code Regs. § 15000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that the Claimants' projects and purposes as set forth in Attachment A-D are in conformance with MTC's Regional Transportation Plan, MTC's bridge toll revenue allocation policies, and MTC's capital planning and ferry system objectives; and, be it further

RESOLVED, that MTC approves the allocation of net bridge toll revenues in FY2016-17 through FY2019-20 to Claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachments A-D to this resolution and consistent with MTC Resolution 4262.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on March 22, 2017.

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 04/26/17-C
07/26/17-C

Attachment A
Resolution No. 4263
Page 1 of 1

**ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE
FY 2016-17 Program**

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
17-4263-01/5850	AC Transit	Capital projects programmed in MTC Resolution No. 4262	\$1,584,460		3/22/2017
17-4263-02/5850	BART ¹	Capital projects programmed in MTC Resolution No. 4262	\$3,717,116		3/22/2017
17-4263-03/5850	SFMTA ²	Capital projects programmed in MTC Resolution No. 4262		\$5,578,864	3/22/2017
17-4263-04/5850	WETA ³	Capital projects programmed in MTC Resolution No. 4262	\$1,880,042		3/22/2017
17-4263-05/5850	AC Transit ⁴	Capital projects programmed in MTC Resolution No. 4262	\$1,177,611		4/26/2017
17-4263-06/5850	Caltrain	Capital projects programmed in MTC Resolution No. 4262		\$594,437	7/26/2017
17-4263-07/5850	ECCTA	Capital projects programmed in MTC Resolution No. 4262	\$434,051		7/26/2017
17-4263-08/5850	SamTrans	Capital projects programmed in MTC Resolution No. 4262		\$105,563	7/26/2017
17-4263-09/5850	SolTrans	Capital projects programmed in MTC Resolution No. 4262	\$762,771		7/26/2017
17-4263-10/5850	Union City	Capital projects programmed in MTC Resolution No. 4262	\$209,710		7/26/2017
17-4263-11/5850	WestCat	Capital projects programmed in MTC Resolution No. 4262	\$193,469		7/26/2017
					Grand Total
Total Allocations			\$9,959,230	\$6,278,864	\$16,238,094

Notes:

1. Includes BART reallocation of lapsed FY2012-13 funds \$3,717,116
2. Includes SFMTA reallocation of lapsed FY2012-13 funds \$1,792,280
3. Includes WETA reallocation of lapsed FY2012-13 funds \$1,880,042
4. Includes AC Transit reallocation of lapsed FY2012-13 funds \$1,177,611

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 12/20/17-C
06/27/18-C
06/22/22-C
06/28/23-C

Attachment B
Resolution No. 4263
Page 1 of 1

**ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE
FY 2017-18 Program**

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
18-4263-01/5850	AC Transit ¹	Capital projects programmed in MTC Resolution No. 4262	6,647,545		12/20/2017
18-4263-02/5850	BART	Capital projects programmed in MTC Resolution No. 4262	12,556,599		12/20/2017
18-4263-03/5850	SFMTA ²	Capital projects programmed in MTC Resolution No. 4262		2,585,902	12/20/2017
18-4263-04/5850	SamTrans ³	Capital projects programmed in MTC Resolution No. 4262		151,750	12/20/2017
18-4263-05/5850	WestCAT ⁴	Capital projects programmed in MTC Resolution No. 4262	44,557		12/20/2017
18-4263-06/5850	CCCTA	Capital projects programmed in MTC Resolution No. 4262	181,305		6/27/2018
18-4263-07/5850	ECCTA	Capital projects programmed in MTC Resolution No. 4262	40,437		6/27/2018
18-4263-08/5850	LAVTA	Capital projects programmed in MTC Resolution No. 4262	25,759		6/27/2018
18-4263-09/5850	SolTrans	Capital projects programmed in MTC Resolution No. 4262	155,750		6/27/2018
18-4263-10/5850	WETA	Capital projects programmed in MTC Resolution No. 4262	1,196,749		6/27/2018
18-4263-11/5850	Caltrain	Capital projects programmed in MTC Resolution No. 4262		700,000	6/27/2018
18-4263-12/5850	SFMTA ⁵	Capital projects programmed in MTC Resolution No. 4262		40,771,236	6/27/2018
Total Allocations					Grand Total
			\$ 20,848,701	\$ 44,208,888	\$ 65,057,589

Notes:

- 1 Includes AC Transit reallocation of lapsed FY2013-14 funds \$1,648,072; allocation expiration extended to 6/30/2025.
- 2 Includes SFMTA reallocation of lapsed FY2013-14 funds \$855,722
- 3 Includes SamTrans reallocation of lapsed FY2013-14 funds \$151,750
- 4 Includes WestCAT reallocation of lapsed FY2013-14 funds \$44,557
- 5 Allocation expiration extended to 6/30/2024; balance of \$7,365,212 remains

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 05/22/19-C

Attachment C
Resolution No. 4263
Page 1 of 1

**ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE
FY 2018-19 Program**

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
19-4263-01/5850	Caltrain	Capital projects programmed in MTC Resolution No. 4262	\$0	\$671,517	5/22/2019
19-4263-02/5850	ECCTA	Capital projects programmed in MTC Resolution No. 4262	\$36,086	\$0	5/22/2019
19-4263-03/5850	LAVTA	Capital projects programmed in MTC Resolution No. 4262	\$11,957	\$0	5/22/2019
19-4263-04/5850	SamTrans	Capital projects programmed in MTC Resolution No. 4262	\$0	\$28,483	5/22/2019
19-4263-05/5850	SolTrans	Capital projects programmed in MTC Resolution No. 4262	\$102,711	\$0	5/22/2019
19-4263-06/5850	WestCat	Capital projects programmed in MTC Resolution No. 4262	\$320,875	\$0	5/22/2019
19-4263-07/5850	WETA	Capital projects programmed in MTC Resolution No. 4262	\$1,128,371	\$0	5/22/2019
					Grand Total
Total Allocations			\$1,600,000	\$700,000	\$2,300,000

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 03/25/20-C
07/22/20-C

Attachment D
Resolution No. 4263
Page 1 of 1

**ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE
FY 2019-20 Program**

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
20-4263-01/5850	AC Transit*	Capital projects programmed in MTC Resolution No. 4262	\$1,088,974		3/25/2020
20-4263-02/5850	Caltrain	Capital projects programmed in MTC Resolution No. 4262		\$639,595	3/25/2020
20-4263-03/5850	SamTrans	Capital projects programmed in MTC Resolution No. 4262		\$60,405	3/25/2020
20-4263-04/5850	SolTrans	Capital projects programmed in MTC Resolution No. 4262	\$299,521		3/25/2020
20-4263-05/5850	Union City Transit	Capital projects programmed in MTC Resolution No. 4262	\$343,242		3/25/2020
20-4263-06/5850	WestCAT	Capital projects programmed in MTC Resolution No. 4262	\$218,797		3/25/2020
20-4263-07/5850	WETA	Capital projects programmed in MTC Resolution No. 4262	\$738,440		3/25/2020
21-4263-01/5850	SFMTA	Capital projects programmed in MTC Resolution No. 4262		\$30,505,174	7/22/2020
					Grand Total
Total Allocations			\$2,688,974	\$31,205,174	\$33,894,148

*Includes amounts programmed in FY2018-19 and FY2019-20.

Date: March 23, 2022
W.I.: 1512
Referred By: PAC
Revised: 09/28/22-C 06/28/23-C

ABSTRACT

Resolution No. 4513, Revised

This resolution establishes the program of projects and allocates AB 664 Net Bridge Toll Revenues to eligible transit operators for FY2021-22 through FY2023-24. The programming and allocation for FY2021-22 for AC Transit is consistent with the Transit Capital Priorities (TCP) Program (MTC Res. No. 4510) and the Core Capacity Challenge Grant Program (MTC Res. No. 4123). This resolution will be updated to provide matching funds to eligible East Bay and West Bay operators concurrent with full programming of the FY2021-22 TCP Program. Additionally, this resolution will be amended annually to add each year's AB 664 allocation, through FY2023-24.

This Resolution includes the following attachments:

Attachment A – Program of AB 664 Net Bridge Toll Revenue Projects FYs 2021-22 through 2023-34

Attachment B – Allocation of AB 664 Net Bridge Toll Revenues FYs 2021-22 through 2023-24

This resolution was revised on September 28, 2022 to program \$2.3 million in matching funds corresponding to the FY2021-22 TCP Program, and to re-allocate \$181,305 to CCCTA.

This resolution was revised on June 28, 2023, to program \$2.3 million in matching funds corresponding to the FY2022-23 TCP program.

Further discussion of the allocation and programming of AB 664 Bridge Toll Revenue is contained in the Programming and Allocations Committee summary sheets dated March 9, 2022, September 14, 2022, and June 14, 2023.

Date: March 23, 2022
W.I.: 1512
Referred By: PAC
Revised: 09/28/22-C 06/28/23-C

RE: AB 664 Net Bridge Toll FYs 2021-22 through 2023-24 Program of Projects and Allocations

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4513

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

WHEREAS, pursuant to Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operation public transportation systems to achieve MTC's capital planning objectives in the vicinity of toll bridges as set forth in its adopted Regional Transportation Plan (RTP) ("Net Revenues"); and

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015, which sets forth MTC's bridge toll revenue allocation policies; and

WHEREAS, pursuant to Streets and Highways Code § 30895, MTC has prepared and submitted to the Legislature a report on the capital planning and ferry system objectives of MTC to be achieved through the allocation of net toll revenues; and

WHEREAS, "Claimants" have each submitted an application to MTC for an allocation of net bridge toll revenues in FY2021-22 through FY2023-24 for the projects and purposes set forth in Attachments A-B to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, claimants certify that their respective projects and purposes set forth in Attachments A-B are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.) and the State EIR Guidelines (14 Cal. Code Regs. § 15000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that the Claimants' projects and purposes as set forth in Attachments A-B are in conformance with MTC's Regional Transportation Plan, MTC's bridge toll revenue allocation policies, and MTC's capital planning and ferry system objectives; and, be

it further

RESOLVED, that MTC approves the allocation of net bridge toll revenues in FY 2021-22 to Claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment B to this resolution.

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.

Alfredo Pedroza, Chair

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

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2021-22 Program			East Bay	West Bay
	Revenue Projections		13,319,686	700,000
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions			
	Total Funds Available		13,319,686	700,000
Sponsor	Eligible Capital Projects	Fund Source		
<u>Current Year Programming</u>				
<u>AC Transit Core Capacity Projects</u>				
AC Transit	Replace (25) Urban Buses - Fuel Cell	§ 5307/5339	11,719,686	
	<i>Subtotal - Core Capacity projects</i>		11,719,686	-
	Total Amount Programmed to AC Transit		11,719,686	-
Caltrain	Systemwide Track Rehabilitation	§ 5337 FG		
Caltrain	Comm. System/Signal Rehab.	§ 5337 FG		
Caltrain	TVM Project	§ 5337 FG		
	Total Amount Programmed to Caltrain			229,444
CCCTA	Replace 40ft Diesel Buses - Diesel	§ 5307/5339		
CCCTA	Electric Bus Charging Infrastructure	§ 5307/5339		
	Total Amount Programmed to CCCTA		549,471	
SamTrans	Replace 40ft Diesel Buses - Battery	§ 5307/5339		
SamTrans	Replace Paratransit Vehicles	§ 5307/5339		
SamTrans	South Base Near-Term Battery Electric Bus (BEB) Charging Infrastructure	§ 5307/5339		
	Total Amount Programmed to SamTrans			470,556
SolTrans	Preventive Maintenance	§ 5307/5339		
SolTrans	Bus Replacement Alternative Fuel	§ 5307/5339		
	Total Amount Programmed to SolTrans		103,039	
Union City	Bus Purchases	§ 5307/5339		
Union City	Electric Vehicle Charging Infrastructure	§ 5307/5339		
	Total Amount Programmed to Union City		30,805	
WestCAT	Revenue Vehicle Replacement	§ 5307/5339		
WestCAT	Preventive Maintenance	§ 5307/5339		
	Total Amount Programmed to WestCAT		52,679	
WETA	Ferry Vessel Replacement - MV Mare Island	§ 5307/5337		
WETA	Vessel Engine Overhaul - Pyxis Class Vessels	§ 5337 FG		
WETA	Ferry Mid-Life Refurbishment - MV Gemini	§ 5337 FG		
WETA	Passenger Float Rehabilitation - Pier 9 Berthing Facility	§ 5337 FG		
WETA	Waterjet Control System Upgrade - Pyxis Class Vessel	§ 5337 FG		
WETA	Ferry Channel Dredging - Vallejo Ferry Terminal	§ 5337 FG		
	Total Amount Programmed to WETA		864,006	
	Fund Balance		-	-

FY2022-23 Program

			East Bay	West Bay
	Revenue Projections		1,600,000	700,000
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions			
	Total Funds Available		1,600,000	700,000
Sponsor	Eligible Capital Projects	Fund Source		
<u>Current Year Programming</u>				
Caltrain	Systemwide Track Rehabilitation	§ 5337 FG		
Caltrain	Comm. System/Signal Rehab.	§ 5337 FG		
Caltrain	TVM Project	§ 5337 FG		
Caltrain	Replacement Railcars	§ 5337 FG		
	Total Amount Programmed to Caltrain			292,229
CCCTA	Replace 22' Vehicles	§ 5307		
	Total Amount Programmed to CCCTA		99,814	
ECCTA	ECCTA: Transit Bus Replacements	§ 5307/5339		
	Total Amount Programmed to ECCTA		103,919	
LAVTA	LAVTA Bus Bay Rehabilitation	§ 5307/5339		
LAVTA	Replace (4) 40'Buses - Fuel Cell	§ 5307/5339		
LAVTA	Replace (8) 40' Buses - Hybrid	§ 5307/5339		
LAVTA	Fareboxes	§ 5307/5339		
LAVTA	AVL	§ 5307/5339		
LAVTA	Radios	§ 5307/5339		
	Total Amount Programmed to LAVTA		566,148	
SamTrans	Replace 40ft Diesel Buses - Battery	§ 5307/5339		
SamTrans	SamTrans South Base BEB Charging Infrastructure	§ 5307/5339		
	Total Amount Programmed to SamTrans			407,771
SolTrans	Bus Replacement Alternative Fuel	§ 5307/5339		
SolTrans	Preventive Maintenance	§ 5307/5339		
	Total Amount Programmed to SolTrans		194,492	
WETA	Vallejo Ferry Terminal Reconfiguration	§ 5337 FG		
WETA	Vessel Engine Injectors Replacement - MV Dorado	§ 5337 FG		
WETA	Ferry Mid-Life Refurbishment - MV Pisces	§ 5337 FG		
WETA	Ferry Major Component Rehabilitation - MV Hydrus and MV Cetus	§ 5337 FG		
WETA	Vessel Engine Overhaul - MV Carina and MV Peralta	§ 5337 FG		
	Total Amount Programmed to WETA		635,627	
		Fund Balance	-	-

Notes:

Date: March 23, 2022
W.I.: 1512
Referred by: PAC
Revised: 09/28/22-C
06/28/23-C

Attachment B
Resolution No. 4513
Page 1 of 1

**ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE
FYs 2021-2022 through 2023-24**

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
22-4513-01/5850	AC Transit	See Attachment A List of FY 2021-22 Projects	\$11,719,686		3/23/2022
22-4513-02/5850	Caltrain	See Attachment A List of FY 2021-22 Projects		\$229,444	9/28/2022
22-4513-03/5850	CCCTA	See Attachment A List of FY 2021-22 Projects ¹	\$730,776		9/28/2022
22-4513-04/5850	SamTrans	See Attachment A List of FY 2021-22 Projects		\$470,556	9/28/2022
22-4513-05/5850	SolTrans	See Attachment A List of FY 2021-22 Projects	\$103,039		9/28/2022
22-4513-06/5850	Union City	See Attachment A List of FY 2021-22 Projects	\$30,805		9/28/2022
22-4513-07/5850	WestCAT	See Attachment A List of FY 2021-22 Projects	\$52,679		9/28/2022
22-4513-08/5850	WETA	See Attachment A List of FY 2021-22 Projects	\$864,006		9/28/2022
23-4513-01/5850	Caltrain	See Attachment A List of FY 2022-23 Projects		\$292,229	6/28/2023
23-4513-02/5850	CCCTA	See Attachment A List of FY 2022-23 Projects	\$99,814		6/28/2023
23-4513-03/5850	ECCTA	See Attachment A List of FY 2022-23 Projects	\$103,919		6/28/2023
23-4513-04/5850	LAVTA	See Attachment A List of FY 2022-23 Projects	\$566,148		6/28/2023
23-4513-05/5850	SamTrans	See Attachment A List of FY 2022-23 Projects		\$407,771	6/28/2023
23-4513-06/5850	SolTrans	See Attachment A List of FY 2022-23 Projects	\$194,492		6/28/2023
23-4513-07/5850	WETA	See Attachment A List of FY 2022-23 Projects	\$635,627		6/28/2023
			Grand Total		
Total Allocations			\$15,100,991	\$1,400,000	\$16,500,991

Notes:

1. CCCTA amount includes \$549,471 in matching funds for FY22 TCP projects, and re-allocation of \$181,305 in FY17-18 AB 664 funding



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0757 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 5/4/2023 **In control:** Programming and Allocations Committee

On agenda: 6/14/2023 **Final action:**

Title: MTC Resolution No. 4523, Revised. Allocation of \$2.6 million, in FY2022-2023 Transportation Development Act (TDA) funds to Solano County Transit (SolTrans) to support transit operations and capital projects in the region.

Sponsors:

Indexes:

Code sections:

Attachments: [2d_23-0757_MTC_Resolution_4523_TDA_Allocation_SolTrans.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4523, Revised. Allocation of \$2.6 million, in FY2022-2023 Transportation Development Act (TDA) funds to Solano County Transit (SolTrans) to support transit operations and capital projects in the region.

Presenter:
Luis Garcia

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 14, 2023

Agenda Item 2d - 23-0764

MTC Resolution No. 4523, Revised

Subject:

Allocation of \$2.6 million in FY 2022-23 Transportation Development Act (TDA) funds to Solano County Transit (SolTrans) 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. Solano County Transit is requesting TDA 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).

This allocation is comprised of contributions from City of Fairfield and City of Vacaville to support Solano Express under the Intercity Bus Replacement agreement brokered by Solano Transit Authority.

Information regarding the FY 2022-23 operating budgets and current and future operations for Solano County Transit Authority, can be reviewed in the staff memo dated September 14, 2022.

Issues:

None identified.

Recommendations:

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

Attachments:

- MTC Resolution No. 4523, Revised



Andrew B. Fremier

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 06/28/23-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.

On June 28, 2023, Attachment A was revised to allocate funds to Solano County 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, May 10, 2023, and June 14, 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.

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
06/28/23-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
5801 - PUC 99233.7, 99275 Community Transit Service - Operations						
VTA	Paratransit Operations	6,880,509	01	06/22/22	Santa Clara County	
AC Transit	Paratransit Operations	5,109,152	02	06/22/22	AC Transit - Alameda	
CCCTA	Paratransit Operations	1,332,243	13	07/27/22	CCCTA	
SamTrans	Paratransit Operations	2,790,948	19	09/28/22	San Mateo County	
VTA	Paratransit Operations	6,980,945	01	12/21/22	Santa Clara County	
	Subtotal	23,093,797				
5802 - PUC 99260A Transit - Operations						
VTA	Transit Operations	130,729,623	03	06/22/22	VTA	
NVTA	Transit Operations	5,075,466	04	06/22/22	NVTA	
AC Transit	Transit Operations	67,976,124	05	06/22/22	AC Transit - Alameda D1	
AC Transit	Transit Operations	18,280,448	06	06/22/22	AC Transit - Alameda D2	
AC Transit	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
SFMTA	Transit Operations	2,224,196	35	11/16/22	San Francisco County
VTA	Transit Operations	134,237,919	03	12/21/22	Santa Clara County
LAVTA	Transit Operations	59,469	37	03/22/23	BART - Alameda
WestCAT	Transit Operations	147,931	38	03/22/23	BART - Contra Costa
Union City	Transit Operations	3,789,969	39	04/26/23	Union City
Petaluma	Transit Operations	1,591,371	41	05/24/23	Petaluma
Subtotal		571,907,666			

MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.

5803 - PUC 99260A Transit - Capital

LAVTA	Transit Capital	5,988,747	09	06/22/22	LAVTA
NVTA	Transit Capital	1,000,000	10	06/22/22	NVTA
Sonoma County					
Transit	Transit Capital	4,890,666	16	07/27/22	Sonoma County
CCCTA	Transit Capital	9,968,877	17	07/27/22	CCCTA
ECCTA	Transit Capital	1,200,000	26	09/28/22	ECCTA
SolTrans	Transit Capital	3,862,652	27	09/28/22	Vallejo/Benicia
Vacaville	Transit Capital	7,485,000	32	10/26/22	Vacaville
SolTrans	Transit Capital	5,046,153	27	11/16/22	Vallejo/Benicia
Union City	Capital	2,841,624	40	04/26/23	Union City
SolTrans	Transit Capital	(1,082,603)		05/24/23	Vallejo/Benicia
SolTrans	Bus Replacement	1,630,000	42	06/28/23	Fairfield
SolTrans	Bus Replacement	1,030,011	43	06/28/23	Vacaville
Subtotal		43,861,127			

5807 - PUC 99400C Transit - Operations

NVTA	Transit Operations	1,219,490	11	06/22/22	NVTA
Sonoma County					
Transit	Transit Operations	2,583,792	18	07/27/22	Sonoma County
Fairfield	Transit Operations	1,255,836	36	11/16/22	Fairfield
Subtotal		5,059,118			

5812 - PUC 99400D Planning and Administration - Operations

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

Total 647,283,908

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.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-1769 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

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

On agenda: 6/14/2023 **Final action:**

Title: MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-13.

Sponsors:

Indexes:

Code sections:

Attachments: [2e 22-1769 MTC Resolution 4545 TIP Amendment 2023-13.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-13.

Presenter:
Adam Crenshaw

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 14, 2023

Agenda Item 2e - 22-1769

MTC Resolution No. 4545, Revised

Subject:

2023 Transportation Improvement Program (TIP) Amendment 2023-13.

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 2023-13 makes revisions to 12 projects with a net funding increase of approximately \$193 million. Among other changes this revision will:

- Add two new projects into the TIP and update the funding plan of one existing project to reflect the award of federal discretionary funding;
- Add four new One Bay Area Grant (OBAG) Program 2 and 3 funded projects into the TIP and update the funding plan of one existing OBAG2 funded project; and
- Add two new projects and update the funding plan of one existing project to reflect the programming of funds through the Transit Capital Priorities (TCP) Program. One of the added projects is the Golden Gate Bridge, Highway and Transit District (GGBHTD) Replacement Ferry project, that will facilitate compliance with the California Air Resources Board's Commercial Harbor Craft regulations and the eventual transition of GGBHTD's fleet of ferries to compliant vehicles. Of the \$125 million total project cost added to the TIP for this project, \$5 million is programmed for FYs 2023 and 2024.

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 2i. 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 2023-13
- MTC Resolution No. 4545, Revised



Andrew B. Fremier

**TIP Revision Summary
2023-13**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
CC-170034	Brentwood	Brentwood Various Streets and Roads Preservation	Update the funding plan to reprogram CON from FY24 to FY22 to reflect prior obligation	\$0	0.0%
System: Region					
VAR230204	Metropolitan Transportation Commission (MTC)	Mobility Hubs-Parking Management Planning and TA	Amend a new project into the TIP with \$4.5M in STP funds with toll credits	\$4,500,000	~%
VAR230205	Metropolitan Transportation Commission (MTC)	Priority Production Area Pilot Program	Amend a new project into the TIP with \$2.25M in Local funds	\$2,250,000	~%
System: State Highway					
SON150006	Santa Rosa	US 101 Hearn Ave Interchange	Update the funding plan to change the fund source for \$20.3M in RTP-LRP to Local funds and for \$2.6M from Sales Tax to Local, add \$825K to Local funds and \$3.4M in FY24 RIP funds, and reprogram funds between years and phases	\$4,225,000	10.7%
System: Transit					
ALA190025	Bay Area Rapid Transit District (BART)	BART: COVID-19 Emergency Transit Operations	Update the funding plan to add \$514K in FY23 5307 funds for Route Planning Restoration Grant	\$514,045	0.0%
CC-230212	Central Contra Costa Transit Agency (CCCTA)	CCCTA - Transit Corridors Study	Amend a new project into the TIP with \$400K STP and \$52K local funds	\$451,824	~%
MRN130015	Golden Gate Bridge, Highway and Transit District	GGBHTD - Transit Systems Enhancements	Update the funding plan to add \$840K in FY23 5307 and \$210K in FY23 Local funds	\$1,050,000	29.1%
MRN230205	Golden Gate Bridge, Highway and Transit District	GGBHTD Replacement Ferry CARB Compliance	Amend a new project into the TIP with \$4M in FY23 in 5307, \$1M in FY23 in Other Local and \$120M in FY27 in RTP-LRP funds	\$125,000,000	~%
MRN230206	Marin County Transit District	US101 Part Time Transit Lane	Amend a new project into the TIP with \$1.1M in STP, \$144K in Local funds, and \$8.3M in RTP-LRP	\$9,525,000	~%
SCL230215	Santa Clara Valley Transportation Authority (VTA)	Wheels on the Bus – Real-Time Data (RTD)	Amend a new project into the TIP with \$500K in Other Federal funds. The "Other Federal" funds are from the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program.	\$500,616	~%
SF-230203	Caltrain	San Francisco RailyardsTOC Implementation Strategy	Amend a new project into the TIP with \$375K in Other Local and \$650K in Other Federal funds. The Other Federal funds are from the Pilot Program for Transit-Oriented Development (TOD) Planning.	\$1,025,000	~%
VAR230203	Golden Gate Bridge, Highway and Transit District	GGBHTD ZEB Infrastructure	Amend a new project into the TIP with \$1M in 5307 funds, \$253K in Other Local, and \$43M in RTP-LRP funds	\$44,265,215	~%
Total Funding Change:				\$193,306,700	

TIP Revision Summary

Attachment 1

	Federal	State	Regional	Local	Total	2023 TIP Only
Current:	\$1,341,024,145	\$0	\$0	\$40,389,017	\$1,381,413,162	\$770,000
Proposed:	\$1,354,547,978	\$3,400,000	\$0	\$216,771,884	\$1,574,719,862	\$174,443,700
Delta:	\$13,523,833	\$3,400,000	\$0	\$176,382,867	\$193,306,700	\$173,673,700

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 06/28/23-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, May 10, 2023, and June 14, 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	4/28/2023
2023-06	Admin. Mod	18	\$117,200	4/21/2023	4/21/2023
2023-07	Amendment	3	\$56,362,031	3/22/2023	5/12/2023
2023-08	Amendment	6	\$186,954,363	4/26/2023	Pending
2023-09	Admin. Mod	37	\$93,772,479	5/12/2023	5/12/2023
2023-10	Amendment	65	\$2,437,902,270	5/24/2023	Pending
2023-11	Admin. Mod	12	\$0	5/31/2023	5/31/2023
2023-12	Admin. Mod	Pending	Pending	Pending	Pending
2023-13	Amendment	12	\$193,306,700	6//28/2023	Pending
Net Funding Change		266	\$3,529,640,308		
Absolute Funding Change			\$3,529,640,308		

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4545

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on September 28, 2022.

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

Attachment A
Resolution No. 4545
Page 1 of 1

2023 Transportation Improvement Program

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

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

Date: September 28, 2022
W.I.: 1512
Referred by: PAC
Revised: 12/21/22-C 02/22/23-C
03/22/23-C 04/26/23-C
05/24/23-C 06/28/23-C

Attachment B
Resolution No. 4545
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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
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\$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:

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- 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 was received on April 28, 2023. 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.

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MTC Resolution No. 4545
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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 was received on April 8, 2023 and final federal approval was received on May 12, 2023. 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 was received on May 24, 2023, and final federal approval was received on May 26, 2023. 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 an administrative modification that revises 37 projects with a net funding increase of \$93.7 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on May 12, 2023. Among other changes, this revision:

- Updates the funding plans of twenty-one projects with Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds;

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MTC Resolution No. 4545
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- Updates the funding plan of ACTC’s East Bay Greenway Multimodal project to reflect the fund code change from RTP-LRP to \$19.5 million in Active Transportation Program (ATP) funding;
- Updates the funding plan of SFCTA’s Yerba Buena Island (YBI) Ramp Improvements project to reflect the advance of \$2.2 million in Community Project Funding/Congressionally Directed Spending (CPF/CDS) funds;
- Updates the funding plans and back-up listings of two grouped listings and updates the funding plans of ten individually-listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program;
- Updates the funding plan and back-up listing of the Local Highway Bridge Program (HBP) to reflect the latest programming changes; and
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) Safety Improvements – Collision Reduction group listing to reflect the latest information from Caltrans.

The Administrative modification is financially constrained by year and MTC relies on the State’s programming capacity in the amount of \$15.1 million in SHOPP funds, \$167,921 in Local Bridge Seismic Retrofit Account program, \$275,000 in Federal Transit Administration 5311 Rural Area Program funds, \$1.8 million in Capital Investment Grants (CIG), \$2.2 million in CPF/CDS funds, and \$19.5 million in ATP funds. MTC’s 2023 TIP, as revised with Revision No. 2023-09, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 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:

- 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.

Revision 2023-11 is an administrative modification that revises 12 projects with no net change in funding across all program years. Among other changes, this revision updates the funding plans of 11 projects to change the sources of funding between Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021 funds. The Administrative modification is financially constrained by year. MTC’s 2023 TIP, as revised with

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MTC Resolution No. 4545
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Revision No. 2023-11, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-12 is a pending administrative modification.

Revision 2023-13 is an amendment that revises 12 projects with a net funding increase of approximately \$193 million. The revision was referred by the Programming and Allocations Committee on June 14, 2023, and approved by the MTC Commission on June 28, 2023. Caltrans approval is expected in July, and final federal approval is expected in August. Among other changes, this revision:

- Adds two new projects into the TIP and updates the funding plan of one existing project to reflect the award of federal discretionary funding;
- Adds four new One Bay Area Grant (OBAG) Program 2 and 3 funded projects into the TIP and updates the funding plan of one existing OBAG2 funded project; and
- Adds two new projects and updates the funding plan of one existing project to reflect the programming of funds through the Transit Capital Priorities (TCP) Program.

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0579 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

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

On agenda: 6/14/2023 **Final action:**

Title: MTC Resolution No. 4569. Adoption of the \$43.6 million FY2023-24 Regional Measure 2 (RM2) Operating and Marketing Assistance Program.

Sponsors:

Indexes:

Code sections:

Attachments: [2f 23-0579 MTC Resolution 4569 RM2 Operating and Marketing Assistance Program.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4569. Adoption of the \$43.6 million FY2023-24 Regional Measure 2 (RM2) Operating and Marketing Assistance Program.

Presenter:

Raleigh McCoy

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 14, 2023

Agenda Item 2f - 23-0579

MTC Resolution No. 4569

Subject:

Adoption of the \$43.6 million FY2023-24 Regional Measure 2 (RM2) Operating and Marketing Assistance Program.

Background:

MTC's RM2 Operating Policies and Procedures state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year. In addition, RM2 legislation provides for the annual allocation of a portion of RM2 funding for public information and advertising to support the services and projects funded with RM2 toll revenues.

FY2023-24 RM2 Operating Assistance Program

The Regional Measure 2 (RM2) Operating Program receives a maximum of 38 percent of the revenue generated from the \$1 RM2 toll in that fiscal year [SHC Section 30915(d)]. With the prolonged suppression of travel due to factors stemming from the COVID-19 pandemic, such as the sustained prevalence of telework, traffic volumes have remained below pre-pandemic levels and the Bay Area Toll Authority (BATA) is projecting a gradual recovery. For FY2022-23, RM2 revenue is currently trending about 10% less than budgeted and for FY2023-24, BATA is expected to budget revenue to equal the FY2022-23 budgeted amount. Since revenue has been lower for the last three fiscal years and adjustments to allocations were needed to stay within available funding, staff recommends adopting a slightly reduced RM2 Operating Program compared to that of FY2022-23. The proposed operating program is approximately seven percent (7%) lower than FY2022-23 programming levels.

Operators will continue to have flexibility to direct funding to any eligible service so funds can be used where operators determine it is most needed. Last year, the Commission extended the waiver of the RM2 Operating Program performance requirements for FY2018-19 through FY2022-23 in recognition of the difficulty that operators would face in meeting farebox recovery and productivity performance standards associated with RM2 Operating Program funds. Staff recommends continued suspension of the metrics for FY2023-24 as operators continue to adjust service and ridership recovers from the pandemic.

FY2023-24 RM2 Marketing Assistance Program

The RM2 Marketing Assistance Program includes \$4.6 million for marketing and public information of RM2 projects. Funds are used primarily to support regional projects that enhance the transit customer experience. Funding primarily will be directed to support the Clipper Program including ongoing Clipper® operations and customer service at San Francisco and Oakland locations and other customer education, communication, and outreach activities. Approximately \$800,000 will be used to specifically support outreach related to the new features the Clipper system that will soon be available. Approximately \$1 million will support marketing and public information activities related to other regional coordination efforts, such as the Transit Transformation Action Plan and the Return to Transit initiatives.

Both the RM2 Operating and Marketing Programs will be included in the proposed FY2023 BATA budget and are subject to its approval. Staff will monitor bridge toll revenue during FY2022-23. Should revenues be higher than the adopted program, staff will return to the Programming and Allocations Committee to propose revised programming.

Issues:

The Transbay Joint Powers Authority started receiving RM2 Operating funds in FY2017-18 to support operations of the Salesforce Transit Center for an initial five-year period, after which point, the need for funding would be reassessed. Staff recommends continuing RM2 operating funding through at least FY2024-25, at which point the need for ongoing RM2 Operating support will be reassessed.

Recommendations:

Refer MTC Resolution No. 4569 to the Commission for approval.

Attachments:

- MTC Resolution No. 4569 - Attachment A, RM2 Operating and Marketing Program of Projects



Andrew B. Fremier

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4569

This resolution adopts the Regional Measure 2 (RM2) Operating and Marketing Assistance Program for FY2023-24.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheets dated June 14, 2023.

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

RE: Adoption of FY2023-24 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4569

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

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Section 30914(d) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by bonding or transfers to MTC; and

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

WHEREAS, MTC has developed guidelines for the programming and use of the RM2 funds for operating support of transit projects, and

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM2 operating subsidy amounts for FY2023-24, 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 \$350,000 for each project, in consultation with the affected sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on June 28, 2023.

Attachment A
MTC Resolution No. 4569

FY 2023-24 RM2 Operating Assistance Program -- Streets and Highways Code 30914(d)

				Program Amount
Project #	Project Name	Sponsor	Service (note 1)	(notes 1 and 2)
1	Richmond Bridge Express	Golden Gate Transit	Express Bus	\$ 1,978,952
2	Napa VINE Service	NVTA	Express Bus	\$ 343,240
		SolTrans/FAST	Express Bus	\$ 2,149,916
		ECCTA	Express Bus	\$ 427,779
3	Express Bus North	Golden Gate Transit	Express Bus	\$ 238,572
		WestCAT	Express Bus	\$ 200,519
			Total	3,016,786
		AC Transit	Express Bus	\$ 4,371,096
		CCCTA	Express Bus	\$ 117,042
4	Express Bus South	WestCAT	Express Bus	\$ 740,514
		LAVTA	Express Bus	\$ 467,748
			Total	\$ 5,696,400
5	Dumbarton Bus	AC Transit	Express Bus	\$ 3,007,085
6	Ferry Service	WETA	Ferry Services	\$ 12,416,754
		AC Transit	OWL Service	\$ 1,214,095
		MUNI	OWL Service	\$ 150,695
7	Owl Service	SamTrans	OWL Service	\$ 245,834
			Total	\$ 1,610,625
8	MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	\$ 2,028,881
9	AC Transit Rapid Bus	AC Transit	Tempo	\$ 2,434,658
11	WETA planning	WETA	Planning and operations	\$ 2,434,658
12	Clipper	MTC	Operations	\$ 1,623,105
13	Transbay Transit Center	TJPA	Terminal Operations	\$ 2,434,658
			Grand Total	\$ 39,025,800

FY 2023-24 RM2 Marketing Assistance Program (notes 2 and 3)

Project Name	Sponsor	Program Amount
Clipper®	MTC	\$ 3,600,000
Return-to-Transit	MTC	\$ 477,000
511 Program	MTC	\$ 75,000
Agency Website Operations, Maintenance, and Enhancements	MTC	\$ 75,000
Transit Month	MTC	\$ 50,000
Transit Transformation Act Plan Implementation	MTC	\$ 313,000
Grand Total		\$ 4,590,000

Notes:

1. Transit operators will be provided increased flexibility for FY 2023-24 to use funds on eligible service to accommodate changing service demand. Eligible routes for Projects 1 - 6 must 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. Amounts shown are subject to approval of the FY 2023-24 BATA Budget and funding availability.
3. Marketing assistance program is funded with RM2 toll revenue receipts pursuant to Streets and Highways Code(SHC) 30914(f) and are outside of the 38% limit on operating funding as described in SHC 30914(d).



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0755 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 5/4/2023 **In control:** Programming and Allocations Committee

On agenda: 6/14/2023 **Final action:**

Title: MTC Resolution No. 4568. Adoption of the \$10.8 million FY2023-24 Regional State Transit Assistance (STA) Program

Sponsors:

Indexes:

Code sections:

Attachments: [2g_23-0755_MTC_Resolution_4568_Regional_STA_Program.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4568. Adoption of the \$10.8 million FY2023-24 Regional State Transit Assistance (STA) Program

Presenter:
Raleigh McCoy

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 14, 2023

Agenda Item 2g - 23-0755

MTC Resolution No. 4568

Subject:

Adoption of the \$10.8 million FY2023-24 Regional State Transit Assistance (STA) Program

Background:

As the Regional Transportation Planning Agency for the nine county Bay Area, MTC is responsible for the programming and allocation of STA funds. STA funds are derived from a sales tax on diesel and split evenly at the state level into a population-based account and a revenue-based account. MTC has discretion over the programming of population-based funds and MTC Resolution No. 4321 establishes the framework (70 percent by County Block Grant formula, 30 percent to a Regional Program, and a small off the top set aside for a Transit Emergency Service Contingency Fund) for the apportionment of these funds. This item presents the proposed annual program for the 30 percent of these funds apportioned to support regional transit priorities.

Revenue Outlook:

Due to high diesel prices, the original revenue estimate for FY2022-23 increased by \$8 million to \$27.9 million. For FY2023-24, the revenue is expected to decrease slightly to \$27.3 million.

FY2023-24 Program:

As the FY2022-23 STA Regional Program was roughly \$3.8 million greater than annual revenues (following the repayment of the \$5 million advance for Transit Transformation Action Plan activities), staff propose a relatively lower level of investment in FY2023-24 in order to rebuild the region's reserve of STA funds.

FY2023-24 STA Regional Program funds support three primary initiatives, which are described below. For detailed information about individual projects, please refer to Attachment B.

- **Clipper (\$7.7 million):** The Clipper operating program used the bulk of funds from this program until revenue increased through the Road Repair and Accountability Act of 2017 (Senate Bill 1). MTC's share of Clipper operating costs is expected to temporarily increase with the deployment of the Clipper 2.0 system alongside the existing Clipper system.

- **Transit Transformation Action Plan and Regional Network Management (\$1.5 million):** In June 2022, MTC approved the programming for \$85 million in funding to implement the Transit Transformation Action Plan. FY2023-24 funds will be used for staff support and other implementation activities. In addition, a portion of these funds may be used as start-up funding for Regional Network Management following Commission approval of the Regional Network Management Framework in February 2023.
- **Other Regional Transit Coordination Efforts (\$1.6 million):** The remainder of FY2023-24 STA Regional Program funds support ongoing transportation planning initiatives and the implementation of improvements to the regional transit system. This includes funding for MTC to staff TDA/STA program administration and explore process improvements to streamline the administration of these critical funds, as well as improvements to transit hub signage, customer information provided by 511, administration of the regional paratransit accessibility database by Central Contra Costa Transit Authority, and temporary support for feeder bus connections to BART provided by WestCAT.

MTC Resolution No. 4321 also commits to paying for the administrative costs and helping to offset transit fare revenue loss for a regional means-based fare program, with an estimated annual contribution of \$8 million in STA funds. In July 2020, MTC and Bay Area operators initiated Clipper START, a regional transit fare discount program for riders with lower incomes. As a result of the pandemic, transit ridership has been severely depressed for over three years and ridership recovery remains slow. In FY2021-22 and FY2022-23, programming of STA contributions was suspended because sufficient funding existed to fulfill MTC's commitment to fund the program. As there continues to be sufficient funds to meet the regional contribution to the Clipper START program, staff propose continuing the suspension of STA funds in order to support the regional needs and commitments outlined above.

In future years, the Commission may reassess the framework for using STA funds in response to changing revenues from diesel fuel sales or in order to provide additional support for regional priorities such as the Transit Transformation Action Plan and other regional transit coordination activities.

Issues:

None identified.

Recommendations:

Refer MTC Resolution No. 4568 to the Commission for approval.

Attachments:

MTC Resolution No. 4568



Andrew B. Fremier

Date: June 28, 2023
W.I.: 1221, 1224, 1229,
2655, 2700, 1310,
1514, 1517
Referred by: PAC

ABSTRACT

Resolution No. 4568

This resolution establishes the FY2023-24 program for the MTC State Transit Assistance (STA) Regional Coordination Program funds.

The resolution includes the following attachments:

- Attachment A, STA Regional Coordination Program Summary for FY2023-24
- Attachment B, STA Regional Coordination Program: Project Descriptions for FY2023-24

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 14, 2023.

Date: June 28, 2023
W.I.: 1221, 1224, 1229,
2655, 2700, 1310,
1514, 1517
Referred by: PAC

RE: FY2023-24 MTC Regional Coordination Program for State Transit Assistance (STA) Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4568

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, the State Transit Assistance (STA) fund is created pursuant to Public Utilities Code § 99310 et seq., and

WHEREAS, Public Utilities Code § 99313 provides for the allocation by the Controller of State Transit Assistance (STA) funds to MTC based on the ratio of the population of the area under MTC's jurisdiction to the total population of the State of California; and

WHEREAS, in accordance with Public Utilities Code § 99316(a) MTC has created the State Transit Assistance fund with Alameda County for deposit of STA funds received from the State Controller; and

WHEREAS, Public Utilities Code § 99313.6(d) provides that MTC is an eligible claimant for such population-based STA funds for projects to achieve regional transit coordination objectives; and

WHEREAS, MTC has adopted a Transit Coordination Implementation Plan pursuant to Government Code Section 66516.5 which identifies a number of projects to be implemented by MTC and the region's transit agencies to improve coordination of services; and

WHEREAS, the projects listed in Attachment A to this resolution, attached hereto, and incorporated herein as though set forth at length, are consistent with the STA Population-Based Consolidated policy established in MTC Resolution No. 4321; and

WHEREAS, MTC has provided information about the programming of STA funds for projects in FY2023-24 as shown in Attachment B to this resolution, attached hereto, and incorporated herein as though set forth at length; and

WHEREAS, the implementation of the projects and purposes listed in Attachment B comply with the requirements of the California Environmental Quality Act, Public Resources Code § 21000 et seq., and the State EIR Guidelines (14 Cal. Code of Regs. § 15000 et seq.); and

WHEREAS, MTC has complied with the applicable rules and regulations for an allocation of STA funds under 21 Cal. Code of Regs. § 6730 et seq.; now, therefore, be it

RESOLVED, that STA funds are programmed by MTC in the amounts and for the purposes that are specified in Attachment A and described in Attachment B to this resolution, attached hereto and made a part of this resolution; and be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$300,000 for each project, in consultation with the affected sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations on June 28, 2023.

Date: June 28, 2023
W.I.: 1221, 1224, 1229,
2655, 2700, 1310,
1514, 1517
Referred by: PAC

Attachment A
MTC Resolution No. 4568
Page 1 of 1

STA Regional Coordination Program Summary for FY2023-24

Table 1. Summary of Revenue and Programming

Estimated New Revenue for FY2023-24 ¹	\$ 27,254,284
Carryover Balance ²	\$ 21,457,781
Carryover Commitments	\$ (2,310,000)
New Programming	\$ (10,844,914)
Estimated Balance	\$ 35,557,151

Table 2. Programming by Project

Project Name	Claimant	Prior Years' Carryover	FY2023-24 New Programming	FY2023-24 Total Programming
Clipper ³	MTC	\$ -	\$ 7,700,000	\$ 7,700,000
Clipper	GGBHTD	\$ -	\$ 10,000	\$ 10,000
Transit Transformation Action Plan and Regional Network Management ⁴	MTC	\$ 2,020,000	\$ 1,500,000	\$ 3,520,000
Transit Funding Staff Support ⁵	MTC	See note 5	\$ 274,461	\$ 274,461
Transit Hub Signage	AC Transit	\$ -	\$ 296,000	\$ 296,000
Transit Hub Signage	MTC	\$ -	\$ 21,000	\$ 21,000
511 Transit	MTC	\$ 200,000	\$ 100,000	\$ 300,000
Regional Eligibility Database	CCCTA	\$ -	\$ 75,000	\$ 75,000
TDA/STA Portal	MTC	\$ 90,000	\$ 250,000	\$ 340,000
Feeder Bus	WestCAT	\$ -	\$ 418,453	\$ 418,453
Transit Projects Contingency	MTC	\$ -	\$ 200,000	\$ 200,000
Total		\$ 2,310,000	\$ 10,844,914	\$ 13,154,914

1. This amount is based on the February 2023 Fund Estimate.
2. Carryover amount is based on the February 2023 Fund Estimate and adjusted for allocations made after Fund Estimate approval.
3. Carryover funding for the Clipper program will be added once FY2022-23 has been reconciled.
4. \$1 million of this carryover is earmarked for Transit Transformation Action Plan staff support.
5. \$11.5 million in STA Regional Funds were programmed in FY2022-23. These funds are held in a dedicated account and will be allocated as needed to support MTC's TDA/STA staffing needs.

Date: June 28, 2023
W.I.: 1221, 1224, 1229,
2655, 2700, 1310,
1514, 1517
Referred by: PAC

Attachment B
MTC Resolution No. 4568
Page 1 of 4

STA Regional Coordination Program for FY2023-24: Project Descriptions

The State Transit Assistance (STA) Regional Coordination Program funds have historically supported MTC's regional operations projects as well as other planning and operational efforts to improve coordination of, and access to, transit services in the Bay Area. The proposed FY2023-24 STA Regional Coordination Program is approximately \$13.2 million. The following two projects comprise the majority (\$11.2 million) of the program:

- \$7.7 million for Clipper® operations
- \$3.5 million for the Blue Ribbon program

Other regional transit projects such as 511 Transit, the MTC TDA/STA Portal, and the Hub Signage Program will receive a small amount of funding. In addition, WestCAT will receive a one-time payment of \$418,453 for FY2023-24 BART Feeder Bus service, as negotiated in 2023. Use of the STA funds by MTC is further subject to MTC's budget and project approval processes. Additional details about the specific projects and the amount of STA funds programmed to each is provided below.

Programmed funds must be encumbered in FY2023-24 fiscal year. Funds not encumbered by the end of the fiscal year will not be available for the project. If a project team is unable to encumber funds, they should coordinate with the regional program administrator and request to have unencumbered funds included in next fiscal year's program.

Clipper®

Programmed to MTC: \$7,700,000

Programmed to GGBHTD: \$10,000

Clipper® allows transit riders to pay transit fares on most transit systems in the San Francisco Bay Area with a reloadable Clipper® smart card. MTC's Clipper® responsibilities include oversight of a contract with Cubic Transportation Systems, Inc. to design, build, operate and maintain the Clipper® system and a number of other contracts related to the implementation and

operation of the Clipper[®] system. Additionally, MTC is currently developing the next-generation Clipper[®] system (Clipper 2.0), which will upgrade the system's software and entirely replace the region's fare collection hardware to enable the implementation of new features such as a robust mobile application with mobile ticketing sales for groups or tourists, new fare media options like fare-capping, accumulators, and consistent regional transfer policies, and near real-time communication. GGBHTD is programmed \$10,000 for their assistance in the administration of Federal Transit Administration funds.

Transit Transformation Action Plan and Regional Network Management

Programmed to MTC: \$1,500,000 plus carryover of \$2,020,000

Staff proposes to supplement investment in the Transit Transformation Action Plan by programming just over \$3.5 million to support program implementation, including start-up costs associated with the implementation of a Regional Network Management program in FY2023-24 following the February 2023 Commission approval of the Regional Network Management Framework. Implementation of the Transit Transformation Action Plan will primarily focus on four initiatives – Fare Coordination, Regional Wayfinding, Transit Priority, and Accessibility Improvements.

Transit Funding Staffing Support

Programmed to MTC: \$274,461

STA funding will support staff costs accrued by MTC in order to administer TDA and STA funds during FY2023-24, including salary, benefits, and related overhead.

Transit Hub Signage

Programmed to AC Transit: \$296,000

Programmed to MTC: \$ 21,000

MTC is committed to maintaining the information in transit information displays (TIDs) at 24 regional transit hubs and 80 other hubs of regional significance. MTC has an agreement with AC Transit compensating the agency for updating the information for these displays on behalf of the region. The agreement with AC Transit documents the scope of work in exchange for the direct allocation of STA funds. The agreement covers FY2022-23 through FY2024-25 and identifies the anticipated amounts of STA funds that will be made available to AC Transit, subject to

Commission programming and allocation actions. MTC will use STA funds for ongoing operations, maintenance of other hub signage, and transit connectivity projects.

511 Transit

Programmed to MTC: \$100,000 plus carryover of \$200,000

STA funds will be used to supplement the funds for the 511 Transit program. 511 Transit collects, maintains, updates, and distributes region-wide transit service information for the benefit of the traveling public and MTC's transit partners. These funds may be used to support ongoing work, Transit Transformation Action Plan efforts, or other new initiatives

Regional Eligibility Database

Programmed to CCCTA: \$75,000

STA funds will support the continued administration of the Regional Eligibility Database by CCCTA. The Regional Eligibility Database is used by the region's transit agencies and contains paratransit rider eligibility information.

TDA/STA Portal

Programmed to MTC: \$250,000 plus carryover of \$90,000

MTC administers over \$800 million in funds through the Transportation Development Act (TDA) and STA programs in addition to other funding programs. These funds will support modernization of the funding and data collection processes, and may include a grants management portal and database. The goal of this effort is to realize efficiencies in the TDA and STA administration processes, and to increase data accessibility and transparency for all stakeholders.

Feeder Bus

Programmed to WestCAT: \$418,453

A 1997 agreement between BART, County Connection, LAVTA, Tri-Delta Transit, and WestCAT established a funding mechanism for BART to support feeder bus operations. BART and the four bus operators reached an agreement in February 2023 to reduce payment amounts over FY2022-23 and FY2023-24. Among the four bus operators, WestCAT's operating budget is

the most reliant on the feeder bus payments. MTC will provide replacement support to WestCAT in FY2023-24 to offset this for revenue reduction.

Transit Project Contingency

Programmed to MTC: \$200,000

These funds would be used in the event of unforeseen project needs or operating shortfalls with respect to MTC's regional transit projects such as Clipper®, 511 Transit, Regional Transit Mapping, and transit planning. These funds would also allow MTC to respond to unexpected regional or sub-regional transit planning needs or requests as they arise. Unspent contingency funds will be returned to the STA Program.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0756 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 5/4/2023 **In control:** Programming and Allocations Committee

On agenda: 6/14/2023 **Final action:**

Title: MTC Resolution No. 4575. Allocation of FY2023-24 Transportation Development Act (TDA) funds to County Controllers for TDA administration and to MTC for TDA administration and planning

Sponsors:

Indexes:

Code sections:

Attachments: [2h_23-0756_MTC_Resolution_4575_County_Controllers_TDA_Allocation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4575. Allocation of FY2023-24 Transportation Development Act (TDA) funds to County Controllers for TDA administration and to MTC for TDA administration and planning

Presenter:
Luis Garcia

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 14, 2023

Agenda Item 2h - 23-0756

MTC Resolution No. 4575

Subject:

Allocation of FY 2023-24 Transportation Development Act (TDA) funds to County Controllers for TDA administration and to MTC for TDA administration and planning.

Background:

TDA funds are derived from a ¼ cent sales tax. These funds are an important source of funding for the MTC operating budget.

Public Utilities Code (PUC) Section 99233.1 provides that funds may be allocated to MTC and all nine Bay Area counties for the administration of the Transportation Development Act. PUC Section 99233.2 provides that up to three percent of total annual TDA revenues may be allocated to MTC for planning purposes. As allowed by statute, it is MTC policy that one-half of one percent of the TDA funds generated be allocated to both the Counties and to MTC for administration of the Act, and that three percent of the funds generated be allocated to MTC for planning purposes.

Based on the current adopted FY 2023-24 Fund Estimate (MTC Resolution No. 4556), the estimated allocation to the county auditors is approximately \$2.4 million and the amount to MTC is approximately \$17 million.

Issues:

None identified.

Recommendations:

Refer MTC Resolution No. 4575 to the Commission for approval.

Attachments:

- MTC Resolution No. 4575



Andrew B. Fremier

Date: June 28, 2023
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4575

This resolution approves an allocation of FY 2023-24 Transportation Development Act (TDA) funds to the Metropolitan Transportation Commission (MTC) for: (a) the cost to MTC of administering TDA funds and (b) the conduct of the transportation planning process. It also approves an allocation of TDA funds to the counties to administer TDA.

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 14, 2023.

Date: June 28, 2023
W.I.: 1514
Referred by: PAC

RE: Allocation to the Metropolitan Transportation Commission (MTC) for Transportation Planning in the Region and to the Counties and MTC for Administering the Transportation Development Act in FY2023-24.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4575

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

WHEREAS, the Transportation Development Act (TDA) (PUC Sections 99200 et seq.) provides, pursuant to PUC Section 99233.1, that there shall be allocated to the respective transportation planning agency, (MTC), such sums as are necessary to administer TDA; and

WHEREAS, the present estimate of the cost to MTC to administer TDA is one-half of one percent of the total funds estimated to be deposited in the Local Transportation Funds (LTFs) of the nine San Francisco Bay Area counties in FY2023-24; and

WHEREAS, PUC Section 99233.2 provides that there shall be allocated to the transportation planning agency, if it is statutorily created, such sums as the transportation planning agency may approve up to three percent (3%) of annual revenues for the conduct of the transportation planning process, unless a greater amount is approved by the Director of Transportation; and

WHEREAS, the present estimate of the cost for the counties to administer TDA in the nine San Francisco Bay Area Counties does not exceed one-half of one percent of the total funds estimated to be deposited in the Local Transportation Funds (LTFs) of the respective counties in FY2023-24; now, therefore, be it

RESOLVED, that MTC approves an allocation of TDA monies from the Local Transportation Funds of the respective counties to each county in an amount actually necessary to administer TDA but that such amount shall not exceed one-half of one percent of the total monies deposited in the LTF of each county in FY2023-24, and, be it further

RESOLVED, that MTC approves an allocation of TDA monies from the Local Transportation Funds of the nine San Francisco Bay Area counties, for MTC's costs of administering TDA, in the amount of one-half of one percent of the total monies deposited in the LTF of each county in FY2023-24, and, be it further

RESOLVED, that the MTC approves an allocation of TDA monies to MTC for the conduct of the transportation planning process in the nine San Francisco Bay Area counties in the amount of three percent (3%) of the total monies deposited in the LTFs in each of these counties in FY2023-24.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations on June 28, 2023.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0736 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 5/3/2023 **In control:** Programming and Allocations Committee

On agenda: 6/14/2023 **Final action:**

Title: MTC Resolution Nos. 4202, Revised, 4505, Revised, and 4540, Revised. Revisions to the One Bay Area Grant programs (OBAG 2 and 3) and Carbon Reduction Program (CRP), including programming \$59 million to projects within the OBAG 3 Regional Growth Framework and Climate Initiatives programs and reprogramming \$3.7 million in OBAG 2 Santa Clara County Program balances to various projects.

Sponsors:

Indexes:

Code sections:

Attachments: [2i 23-0736 MTC Resolutions 4202 4505 4540 OBAG2 and 3 Carbon Reduction Program.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4202, Revised, 4505, Revised, and 4540, Revised. Revisions to the One Bay Area Grant programs (OBAG 2 and 3) and Carbon Reduction Program (CRP), including programming \$59 million to projects within the OBAG 3 Regional Growth Framework and Climate Initiatives programs and reprogramming \$3.7 million in OBAG 2 Santa Clara County Program balances to various projects.

Presenter:

Thomas Arndt

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 14, 2023

Agenda Item 2i - 23-0763

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

Subject:

Various revisions to the One Bay Area Grant programs (OBAG 2 and 3) and Carbon Reduction Program (CRP), including programming \$35.9 million for Climate Initiatives and Growth Framework Implementation Program grants.

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 broader OBAG 3 regional investment strategy, MTC also approved the federal Carbon Reduction Program (CRP) establishing the policy and programming framework for investing 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.

Climate Initiatives and Growth Framework Implementation Programs

As part of the OBAG 3 Regional Investment Strategy, the Commission previously committed \$158 million in OBAG and CRP funds for Climate Initiatives and \$83 million in OBAG and State Regional Early Action Planning (REAP 2) funds for Growth Framework Implementation. MTC staff have since held calls for projects for various programs within these categories.

This month, staff recommend programming \$35.9 million total in grant awards for the Mobility Hubs, Parking Management, Priority Development Area (PDA) Planning, and Priority Production Area (PPA) Planning Programs, as detailed in an item to the Joint MTC Planning and ABAG Administrative Committee this month. Recommended programming includes the following amounts to various projects throughout the region, as detailed in the OBAG 2, OBAG 3, and CRP resolutions:

- **Growth Framework Implementation:** \$14.8 million in OBAG 3 funds for various PDA Planning and Technical Assistance grants, and \$2.3 million in OBAG 3 funds for various PPA Planning and Technical Assistance grants (shifting \$250,000 previously programmed for PDA grants to PPA grants); and
- **Climate Initiatives:** \$11.3 million in OBAG 3 and CRP funds for various Mobility Hubs Capital and Planning grants, \$7.6 million in OBAG 2 and OBAG 3 funds for various Parking Management Capital and Planning grants. In addition, staff recommend revising the \$500,000 previously programmed to MTC for Climate Initiatives technical assistance

to clarify that these funds will support both the Mobility Hubs and Parking Management Programs.

OBAG 2 County Program

Staff recommend programming \$3.3 million in unprogrammed balances within the OBAG 2 Santa Clara County Program to two projects that can obligate these funds by the January 31, 2024 program deadline, as recommended by the Santa Clara Valley Transportation Authority (VTA):

- \$2.8 million for Los Gatos' Los Gatos Creek Trail to Highway 9 Trailhead Connection; and
- \$443,000 for Saratoga's Citywide Master Plan for Bicycle and Sidewalks.

MTC staff will continue to coordinate with VTA to identify a use for the remaining \$450,000 unprogrammed balance that will meet OBAG 2 requirements and deadlines, and will return to the Commission with a recommendation in the coming months.

Issues:

Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)

In July 2021, MTC programmed \$34.6 million in federal CRRSAA and \$54.5 million in STP/CMAQ funding capacity to various local and regional projects as part of the OBAG 2 Safe and Seamless Mobility Quick-Strike program. MTC established a September 30, 2023 obligation deadline for sponsors to obligate all Quick Strike funds, one year in advance of the federal deadline for CRRSAA funds. Of the \$89 million programmed at the time, roughly \$52.9 million (59%) had been obligated as of mid-May 2023, with most of the remainder anticipated to obligate in the next few months.

On May 31, 2023, the House passed a federal debt limit bill that included the rescission of all unobligated COVID relief funds from CRRSAA and other COVID-related appropriations acts. Approximately \$23.1 million in Bay Area CRRSAA balances programmed through the OBAG 2 Quick Strike program were at risk of being rescinded as soon as the bill was enacted into law. An additional \$19.8 million in unobligated CRRSAA funds programmed through the State Transportation Improvement Program (STIP) were at risk of being rescinded from Bay Area projects.

In order to obligate the remaining CRRSAA balances before the rescission went into effect, MTC staff worked with Caltrans and California Transportation Commission (CTC) staff to reprogram remaining CRRSAA balances onto other projects that could obligate immediately.

Reprogramming of Quick Strike CRRSAA funds requires CTC approval of MTC's revised project list and a revision to MTC's Transportation Improvement Program (TIP).

- In anticipation of the rescission upon enactment of the debt ceiling bill, MTC revised the TIP to move CRRSAA funds onto a single regional planning project and assign regular federal funds to unobligated Quick Strike projects, and MTC staff submitted necessary paperwork to Caltrans to save the remaining unobligated Bay Area CRRSAA funds.
- The CTC held an emergency meeting on Friday, June 2 to allocate remaining CRRSAA balances and delegate additional authority to Caltrans to quickly obligate remaining funds.

On June 3, 2023, President Biden signed the bill into law, including the provision that rescinds unobligated CRRSAA balances nationwide. As of writing, it appears that the urgency actions taken by MTC, Caltrans, and the CTC were successful in obligating nearly all of regional CRRSAA balances subject to rescission. Staff will return to this Committee next month to report on the status of any remaining regional CRRSAA balances and to reflect final fund source reassignments.

Recommendations:

Refer MTC Resolution Nos. 4202, Revised; 4505, Revised; and 4540, Revised to the Commission for approval. Climate Initiatives and Growth Framework Implementation grant recommendations are included on the June Joint MTC Planning and ABAG Administrative Committee agenda. Only the applicable recommendations approved by the Programming and Allocations Committee and the Planning Committee will be referred to the Commission.

Attachments:

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



Andrew B. Fremier

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

ABSTRACT

Resolution No. 4202, Revised

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

The resolution includes the following attachments:

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

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

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

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MTC Resolution No. 4202, Revised

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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On March 28, 2018, Attachment B-1 was revised to distribute the \$1.5 million Community-Based Transportation Planning Program among the nine county Congestion Management Areas (CMAs); clarify the limits of three Freeway Performance Program projects within the Regional Active Operational Management Program; and reflect the programming of \$30,000 in MTC exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

On April 25, 2018, Attachment B-1 was revised to program \$8,200,000 in Priority Conservation Area (PCA) grants within the North Bay PCA Program; \$3,400,000 to Sonoma County Transportation Authority (SCTA) for the Marin Sonoma Narrows B2 Phase 2 project, as part of an exchange agreement in which an equal amount of SCTA's future Regional Transportation Improvement Program (RTIP) funds will be programmed at MTC's discretion; \$7,288,000 in PDA Planning and Implementation grants; and \$500,000 to MTC for PDA Implementation.

On May 23, 2018, Attachments B-1 and B-2 were revised to change the project sponsor from MTC to VTA for the IDEA Program project at the Veteran's Administration Palo Alto Medical Center; redirect funds within the Santa Clara County OBAG 2 County Program to reduce San Jose's West San Carlos Urban Village Streetscape Improvements by \$2,050,000, redirecting \$1,000,000 from the project to Santa Clara's Saratoga Creek Trail Phase 1 and \$1,050,000 to Saratoga's Prospect Rd Complete Streets project; and direct an additional \$25,000 in unprogrammed balances within Santa Clara County OBAG 2 County Program to Saratoga's Prospect Rd Complete Streets project.

On June 27, 2018, Attachments B-1 and B-2 were revised to program \$800,000 to MTC's Carsharing Implementation and \$325,000 to Targeted Transportation Alternatives within the Climate Initiatives Program; redirect from MTC's 511 NextGen program \$8,271,000 to 511 Implementation, \$2,000,000 to Contra Costa Transportation Authority's (CCTA's) I-80 Central Ave Interchange Improvements project, and \$380,000 to an unprogrammed balance within the Regional Active Operational Management program; clarify the scope of MTC's Freeway Performance Program I-880 to reflect the project limits of I-80 to I-280; and redirect \$1,394,000 from Vallejo's Local Streets Rehabilitation project to Fairfield's Heart of Fairfield project within the Solano County Program.

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On July 25, 2018, Attachment B-1 was revised to program \$1,600,000 to Santa Clara Valley Transportation Authority (VTA) for the SR 85 Transit Guideway Study as part of a fund exchange agreement; remove Rohnert Park's \$65,000 Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant from the Regional PDA Planning Grant program as it will be funded through a prior cycle; reduce the funding for Windsor's PDA Planning and Implementation Staffing Assistance grant by \$85,000 as this project will receive an equivalent amount of funds through a prior cycle; a total of \$150,000 balance created by these two revisions was returned to the Regional PDA Planning Grant Program un-programmed balance.

On September 12, 2018, Attachments B-1 and B-2 were revised to program \$3,000,000 within the Freeway Performance Program to the US 101 corridor in San Mateo and Santa Clara counties; direct an additional \$6,000,000 within the Freeway Performance Program to the I-680 corridor within Contra Costa County, \$4,000,000 of which is part of an exchange agreement with Contra Costa Transportation Authority (CCTA); redirect \$15,000 within the Innovative Deployment for Enhanced Arterials (IDEA) program from IDEA Technical Assistance to VTA's IDEA grant at the Veterans Affairs Palo Alto Medical Center; redirect \$48,000 from MTC's Clipper to the BART Car Replacement/Expansion project within the Transit Priorities program to reflect program amounts previously adopted through the Transit Capital Priorities (TCP) program; revise the amount programmed to VTA's SR 85 Transit Guideway Study within Regional Strategic Initiatives to \$1,200,000 to reflect amount previously approved; redirect \$1,214,000 from Berkeley's North Shattuck Avenue Rehabilitation project to its Southside Complete Streets and Transit Improvements project within the Alameda County Program; from Sunnyvale's East Sunnyvale Area Sense of Place Improvements, redirect \$1,000,000 to Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements and \$1,140,000 to the Safe Routes to School program balance within the Santa Clara County Program; and program \$4,500,000 available from a previous funding cycle to the following projects within Regional Strategic Initiatives: \$617,000 to Novato's Pavement Rehabilitation (for Downtown Novato SMART Station) as part of a local funding exchange, \$1,120,000 to the Transportation Authority of Marin (TAM) for the Old Redwood Highway Multi-Use Pathway project, \$763,000 for San Rafael's Grand Ave Bridge project, and \$2,000,000 to TAM for the US 101 Marin Sonoma Narrows project.

On November 28, 2018, Attachment B-1 was revised to make adjustments related to the MTC/SCVTA Funding Exchange Agreement MTC Resolution No. 4356 and to the MTC/CCTA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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MTC Resolution No. 4202, Revised

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

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

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

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

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

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

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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.

On June 28, 2023, Attachments B-1 and B-2 were revised to program \$5,958,000 in Regional Climate Initiatives funds to various Parking Management Program projects; and program \$2,842,000 for Los Gatos' Los Gatos Creek Trail to Highway 9 Trailhead Connection and \$443,000 for Saratoga's Citywide Mater Plan for Bicycle and Sidewalks within the Santa Clara County Program.

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,

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2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, February 12, 2020, May 13, 2020, July 8, 2020, September 9 2020, November 4, 2020, January 13, 2021, February 10, 2021, April 14, 2021, and May 12, 2021; the Planning Committee dated May 14, 2021; the Programming and Allocations Committee dated June 9, 2021, July 14, 2021; and September 8, 2021; the Planning Committee dated September 10, 2021; and the Programming and Allocations Committee dated November 10, 2021, December 8, 2021, January 12, 2022, February 9, 2022; the Operations Committee dated February 11, 2022; 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; the Planning Committee dated June 9, 2023; and the Programming and Allocations Committee dated June 14, 2023.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

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

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

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$652,511,187	\$131,433,260
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	MTC	\$9,555,000	
1. REGIONAL PLANNING ACTIVITIES		\$9,555,000	
2. PAVEMENT MANAGEMENT PROGRAM			
Pavement Management Program	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$250,000	
2. PAVEMENT MANAGEMENT PROGRAM		\$9,250,000	
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation			
PDA Implementation	MTC	\$2,000,000	
PDA Supportive Studies	MTC	\$587,000	
PDA Planning			
Berkeley: San Pablo Avenue PDA Plan	MTC	\$750,000	
Oakland: MacArthur Transit Village PDA; North Oakland/Golden Gate PDA Plan	MTC	\$800,000	
Oakland: Eastmont Town Center/International Blvd; Fruitvale & Dimond; MacArthur Blvd Corridor	MTC	\$800,000	
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	MTC	\$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	MTC	\$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	MTC	\$140,000	
Richmond: Hilltop PDA Plan	MTC	\$750,000	
San Pablo: Rumrill Blvd PDA Plan	MTC	\$250,000	
Marin County: Urbanized Corridor/Marin City PDA Plan	MTC	\$300,000	
San Rafael: Downtown Precise Plan	MTC	\$500,000	
San Francisco: HUB Area EIR	MTC	\$500,000	
San Francisco: Transit Corridors Study	MTC	\$500,000	
Burlingame: Broadway Planning Area PDA Plan	MTC	\$400,000	
South San Francisco: Downtown Station Area PDA Plan	MTC	\$500,000	
Milpitas: Midtown PDA Plan	MTC	\$500,000	
Palo Alto: University Ave/Downtown PDA Plan	MTC	\$800,000	
San Jose/VTA: Diridon Integrated Station Area Concept Plan	MTC	\$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	MTC	\$500,000	
Santa Clara: Downtown PDA Plan	MTC	\$400,000	
Vacaville: Downtown Specific Plan	MTC	\$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	MTC	\$800,000	
Unprogrammed balance		\$400,000	
Staffing Assistance			
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Mngmt	MTC	\$180,000	
Fremont: SB743 Implementation	MTC	\$150,000	
Hayward: SB743 Implementation	MTC	\$150,000	
Oakland: ADU Initiative	MTC	\$200,000	
Oakland: Innovative Construction Initiative	MTC	\$200,000	
Concord: VMT-based Transportation Impact Standards	MTC	\$150,000	
Concord: Galindo Street Corridor Plan	MTC	\$200,000	
Lafayette: Updated Parking Ordinance and Strategies	MTC	\$150,000	
San Jose: PDA/Citywide Design Guidelines	MTC	\$200,000	
Windsor: Parking Management and Pricing	MTC	\$35,000	
Technical Assistance			
Marin/Sonoma VMT Implementation Group	MTC	\$170,000	
Napa/Solano VMT Implementation Group	MTC	\$170,000	
Various Jurisdictions: VMT Implementation Group	MTC	\$140,000	
Emeryville: Developing the Highest and Best Use of the Public Curb	MTC	\$65,000	
Hayward: Micro Mobility/Safety Program	MTC	\$75,000	
Oakland: General Plan Framework - PDA Community Engagement Program	MTC	\$65,000	
San Leandro: BayFair TOD Infrastructure Design/Finance	MTC	\$150,000	
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	MTC	\$65,000	
San Francisco: PDA Density Bonus Program	MTC	\$65,000	
Belmont: Transportation Demand Management Program	MTC	\$65,000	
San Mateo: TDM Ordinance	MTC	\$150,000	
Santa Rosa/Sonoma County: Renewal Enterprise District	MTC	\$150,000	
San Jose: Urban Villages District Parking & Rezoning	MTC	\$120,000	

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

MTC Res. No. 4202 Attachment B-1
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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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 09/28/22-C 10/26/22-C 03/22/23-C 04/26/23-C 05/24/23-C 06/28/23-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			
BART AB2923 Implementation	BART	\$1,000,000	
Community-Based Transportation Plan (CBTP) Updates	MTC		
ACTC: CMA Planning (for Community-Based Transportation Plans)	MTC	\$300,000	
CCTA: Community-Based Transportation Plans	MTC	\$215,000	
TAM: Community-Based Transportation Plans	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	MTC	\$120,000	
VTA: Community-Based Transportation Plans	MTC	\$300,000	
STA: Community-Based Transportation Plans	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	MTC	\$110,000	
CBTP Program Evaluation	MTC	\$35,000	
3. PDA PLANNING & IMPLEMENTATION		\$20,000,000	
4. CLIMATE INITIATIVES			
Climate Initiatives			
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD	\$10,000,000	
Parking Management Program			
Parking Management - Balance (Revised)	TBD	\$3,054,406	
BART Variable Parking Pricing Project (Added)	BART	\$1,147,000	
Demand-Based Parking Pricing/Curb Mgmt in Business Districts/Ferry Terminals (Added)	Alameda	\$742,000	
OakPark+ (Added)	Oakland	\$1,500,000	
Parking Meter Program Update (Added)	Martinez	\$875,000	
Pay or Permit Parking Program Expansion (Added)	SFMTA	\$1,494,000	
Port of San Francisco-SFMTA Parking Management Pilot (Added)	Port of SF	\$200,000	
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	
4. CLIMATE INITIATIVES		\$23,417,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
Active Operational Management			
AOM Implementation	MTC	\$23,737,000	
Bay Area 511 Traveler Information			
511 Next Gen	MTC	\$26,148,000	
511 Implementation	MTC	\$7,450,000	
Rideshare			
Rideshare Implementation	MTC	\$720,000	
Carpool Program	MTC	\$7,280,000	
Vanpool Program	MTC	\$2,000,000	
Commuter Benefits Implementation	MTC	\$674,000	
Commuter Benefits Program	MTC	\$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)	MTC/NVTA		\$1,100,000
Bay Bridge Forward 2018			
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	AC Transit	\$800,000	
Eastbay Commuter Parking	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat	\$2,000,000	
Bay Bridge Forward 2020			
Preliminary Engineering	MTC	\$12,000,000	
Dumbarton Forward			
SR 84 (US 101 to I-880) Dumbarton Forward	MTC	\$4,375,000	
Richmond-San Rafael Bridge Forward			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		\$500,000

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

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

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C
 07/26/17-C 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C
 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C
 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C
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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			
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	
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)			
VTA: Palo Alto Advanced Transit Passenger Management	VTA	\$976,000	
SFCTA/TIMMA: Treasure Island Automated Shuttle Pilot	MTC	\$828,000	
Technical Advisory Services	MTC	\$268,000	
Project Evaluations	MTC	\$250,000	
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	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		\$172,620,000	\$4,000,000
6. TRANSIT PRIORITIES			
BART Car Replacement/Expansion	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	\$9,760,668	\$30,239,332
Clipper	MTC	\$34,200,000	
Transit Performance Initiative			
Foothill Corridor Planning Study	AC Transit	\$1,500,000	
MacDonald Avenue Transit Signal Priority - Phase 1	AC Transit	\$2,237,000	
Transit Corridors Study	CCCTA	\$400,000	
Marin County Hwy 101 Part-Time Transit Lane	MCTD/TAM	\$1,107,000	
Napa Valley Transit Safety and Efficiency Improvements	NVTA	\$1,060,000	
29 Sunset Improvements - Phase 2	SFMTA	\$2,959,000	

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

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

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C
 07/26/17-C 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C
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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			
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	
6. TRANSIT PRIORITIES		\$159,043,668	\$30,239,332
7. PRIORITY CONSERVATION AREA (PCA)			
<i>Regional Peninsula, Southern and Eastern Counties PCA Grant Program</i>			
Bay Area GreenPrint: PCA Functionality Imps	MTC/GreenInfo Network		\$30,000
PCA Grant Implementation	MTC/Coastal Conservar	\$525,000	\$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda County		\$321,000
Livermore: Arroyo Road Trail	Livermore		\$400,000
WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland	WOEIP/Urban Biofilter		\$300,000
EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	EBRPD		\$1,000,000
JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	John Muir Land Trust		\$950,000
SFCTA: Yerba Buena Island Multi-Use Pathway (PE/ENV)	SFCTA	\$1,000,000	
San Francisco: McLaren Park and Neighborhood Connections Plan	SF Recreation and Parks		\$194,000
San Francisco/Coastal Conservancy: Twin Peaks Trail Improvement	SF Rec and Park/Conservancy		\$74,000
GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	National Parks Service		\$200,000
SMCHD: Pillar Point Public Access Improvements	San Mateo Co. Harbor District		\$298,000
Menlo Park: Bedwell Bayfront Park Entrance Improvements	Menlo Park		\$520,000
San Mateo Co.: Colma Creek Adaptation Study (Colma Creek Connector)	San Mateo Co.		\$110,000
San Mateo Co.: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot	San Mateo Co.		\$137,900
South San Francisco: Sign Hill Conservation and Trail Master Plan	South San Francisco		\$135,100
Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient Imps.	Point Blue Conservation Science		\$379,000
SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	Point Blue Conservation Science		\$400,000
SCVOSA: Tilton Ranch Acquisition	Santa Clara Valley Open Space Auth.		\$1,000,000
VTA: SR17 Bicycle/Ped Trail & Wildlife Overcrossing (Fund Exchange)	VTA	\$251,000	
<i>North Bay PCA Grant Program</i>			
Marin Co: 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	
7. PRIORITY CONSERVATION AREA (PCA)		\$9,976,000	\$6,949,000
8. BAY AREA HOUSING INITIATIVES			
Bay Area Preservation Pilot (BAPP)	MTC		\$10,000,000
Housing Incentive Pool	TBD	\$25,000,000	
<i>Sub-HIP Pilot Program</i>			
Fairfield: Pavement Preservation/Rehabilitation (for One Lake Apts. Linear Park Trail)	Fairfield	\$2,100,000	
Vacaville: Pavement Preservation/Rehabilitation (for Allison PDA Affordable Housing)	Vacaville	\$1,900,000	
Marin County: Marin City Pedestrian Crossing Imps.	Marin County	\$300,000	
NVTA: Imola Park and Ride	NVTA	\$300,000	
Santa Rosa: Downtown Multi-modal and Fiber Improvements	Santa Rosa	\$400,000	
8. BAY AREA HOUSING INITIATIVES		\$30,000,000	\$10,000,000
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE			
<i>County & Local</i>			
<i>Alameda</i>			
CTA planning & programming (for Youth and Adult Bicycle Promotion & Education)	ACTC	\$160,000	
Alameda County Safe Routes to Schools	ACTC	\$1,500,000	
CTA planning & programming	ACTC	\$354,000	
AC Transit Tempo Quick Build Transit Lane Delineation	AC Transit	\$300,000	
AC Transit Quick Builds Transit Lanes	AC Transit	\$954,000	
Anita Avenue Safe and Accessible Route to School and Transit	Alameda County	\$2,000,000	

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

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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$652,511,187	\$131,433,260
BART Fare Collection Equipment (for Oakland East Bay Greenway Segment II)	BART/Oakland		\$1,000,000
Fremont Boulevard/Walnut Avenue Protected Intersection	Fremont	\$1,271,000	
Fremont Boulevard/Grimmer Boulevard Protected Intersection	Fremont	\$1,415,000	
LAVTA Passenger Facilities Enhancements	LAVTA		\$2,000,000
Oakland 14th Street Complete Streets	Oakland		\$1,000,000
Contra Costa			
CTA planning & programming	CCTA	\$242,000	
BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART Bike Station Pr 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
Marin			
CTA planning & programming	TAM	\$141,000	
Marin County Bus Stop Improvements	Marin Transit	\$1,200,000	
SMART Pathway - San Rafael McInnis Pkwy to Smith Ranch Road	SMART	\$1,858,000	
Napa			
CTA planning & programming	NVTA	\$162,000	
Napa Valley Safe Routes to School	NVTA	\$100,000	
Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts	MTC	\$1,000,000	
San Francisco			
CTA planning & programming	SFCTA	\$180,000	
Downtown San Francisco Congestion Pricing Study	SFCTA	\$200,000	
Embarcadero Station Platform Elevator Capacity & Redundancy	BART	\$3,144,302	
San Francisco Folsom Streetscape	SFMTA		\$5,000,000
Safe Routes to School Non-Infrastructure Program	SFMTA	\$2,100,000	
San Mateo			
CTA planning & programming	C/CAG	\$183,000	
Planning and Programming of safe and seamless mobility	C/CAG	\$200,000	
Burlingame City-Wide Pedestrian Safe Routes and Mobility Imps	Burlingame	\$200,000	
San Bruno Transit Corridor Pedestrian Connection Phase 4	San Bruno	\$385,000	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo County	\$1,419,000	
El Camino Real Grand Boulevard Initiative Phase III	South San Francisco	\$2,120,000	
East of 101 Transit Expansion Project	South San Francisco	\$49,924	\$430,076
Santa Clara			
CTA planning & programming	VTA	\$419,000	
Evaluating on-demand shuttle strategies for improved transit access	VTA	\$200,000	
VTA Electronic Locker Upgrade and Replacement	VTA	\$1,987,000	
Mountain View Stierlin Road Bicycle and Pedestrian Improvements	Mountain View	\$2,521,000	\$1,486,000
San Jose Julian Street & McKee Road Vision Zero Complete Streets	San Jose		\$705,000
San Jose Bascom Avenue Protected Bike Lanes & Complete Street	San Jose		\$690,000
En Movimiento Quick Build Network for East San Jose	San Jose		\$1,325,000
San Jose - Downtown Bikeways	San Jose		\$4,025,000
Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR	Saratoga	\$1,800,000	
Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements	Sunnyvale		\$1,900,000
Solano			
CTA planning & programming	STA	\$110,000	
STA Mobility Planning	STA	\$200,000	
Solano Safe Routes to School Non-Infrastructure Program	STA	\$600,000	
Fairfield/Vacaville Hannigan Station Capacity Improvements	Fairfield	\$1,900,000	
Vallejo Springs Rd Pavement Preservation	Vallejo	\$1,800,000	
Sonoma			
CTA planning & programming	SCTA	\$135,000	
Countywide Active Transportation Plan	SCTA	\$200,000	
Cotati Downtown- Civic Center Connectivity and Safety Improvements	Cotati	\$242,000	\$1,008,000
Healdsburg Bike Share	Healdsburg	\$250,000	
Rohnert Park Pedestrian and Bicycle Safety Improvements	Rohnert Park	\$522,000	
Santa Rosa Transit Mall Roadbed Rehabilitation	Santa Rosa		\$868,000
Sebastopol SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancements	Sebastopol	\$476,000	
SMART Pathway - Petaluma Payran to Lakeville	SMART	\$806,000	
Regional & Corridor			

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OBAG 2 Regional Programs Project List

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

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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
OBAG 2 COUNTY PROGRAMS		\$385,512,000
ALAMEDA COUNTY		
CMA Planning Activities		
Planning Activities Base	ACTC	\$5,489,000
Planning Activities - Supplemental	ACTC	\$2,800,000
Federal Aid Secondary (FAS)		
Alameda County: Various Streets & Roads Preservation	Alameda County	\$1,779,000
Safe Routes To School (SRTS)		
ACTC: Alameda County SRTS Non-Infrastructure Program	ACTC	\$5,340,000
County Program		
ACTC: SRTS Non-Infrastructure Program - Supplemental	ACTC	\$2,579,000
ACTC: SRTS Non-Infrastructure Program - OBAG 3	ACTC	\$1,267,000
Alameda: Central Ave Complete Street	Alameda	\$3,487,000
Alameda: Grand St Pavement Resurfacing & Safety Improvements	Alameda	\$827,000
Alameda: Clement Ave Complete Street	Alameda	\$5,018,000
Alameda County: Meekland Ave Corridor Improvement, Phase II	Alameda County	\$9,300,000
Alameda County: Various Streets and Roads Preservation	Alameda County	\$2,171,000
Albany: San Pablo Ave and Buchanan St Pedestrian Improvements	Albany	\$340,000
Berkeley: Southside Complete Streets & Transit Improvements	Berkeley	\$8,335,000
Dublin: Dublin Blvd Rehabilitation	Dublin	\$661,000
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
ALAMEDA COUNTY	TOTAL:	\$76,655,000
CONTRA COSTA COUNTY		
CMA Planning Activities		
Planning Activities Base	CCTA	\$4,342,000
Federal Aid Secondary (FAS)		
Contra Costa County: Kirker Pass Rd Overlay	Contra Costa County	\$1,343,000
Safe Routes To School (SRTS)		
Antioch: L Street Pathway to Transit	Antioch	\$1,469,000
Concord: Willow Pass Road Rehab and SRTS	Concord	\$1,012,000
Contra Costa County: West County Walk & Bike Non-Infrastructure Prog.	Contra Costa County	\$561,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements	Moraga	\$91,000
Pleasant Hill: Pleasant Hill Rd Improvements	Pleasant Hill	\$67,000
Richmond: Lincoln Elementary Pedestrian Enhancements	Richmond	\$497,000
San Ramon: San Ramon Valley Street Smarts Non-Infrastructure Program	San Ramon	\$391,000
County Program		
Antioch: Pavement Rehabilitation	Antioch	\$2,474,000
Brentwood: Various Streets and Roads Preservation	Brentwood	\$628,000
Clayton: Neighborhood Streets Rehabilitation	Clayton	\$308,000
Concord: Monument Blvd Class I Path	Concord	\$4,368,000
Concord: Willow Pass Road Rehab and SRTS	Concord	\$4,183,000
Contra Costa County: Local Streets and Roads Preservation	Contra Costa County	\$3,847,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
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MTC Res. No. 4202 Attachment B-2
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 12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C 12/19/18-C
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OBAG 2 County Programs Project List

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

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

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OBAG 2 County Programs Project List

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

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

June 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 06/28/23-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
San Mateo: Various Streets Pavement Rehabilitation	San Mateo	\$1,593,000
San Mateo: Laurie Meadows Ped/Bike Safety Improvements	San Mateo	\$987,000
San Mateo County: Canada Rd and Edgewood Rd Resurfacing	San Mateo County	\$892,000
San Mateo County: Countywide Pavement Maintenance	San Mateo County	\$1,072,000
South San Francisco: Various Streets Pavement Rehabilitation	South San Francisco	\$1,027,000
South San Francisco: Grand Boulevard Initiative Complete Street Imps	South San Francisco	\$1,000,000
Woodside: Various Streets Pavement Rehabilitation	Woodside	\$242,000
Woodside: Woodside Pathway Phase 3	Woodside	\$136,000
Unprogrammed balance	TBD	\$151,000
SAN MATEO COUNTY	TOTAL:	\$32,545,000
SANTA CLARA COUNTY		
CMA Planning Activities		
Planning Activities Base	VTA	\$6,078,000
Planning Activities - Supplemental	VTA	\$4,822,000
Federal Aid Secondary (FAS)		
Santa Clara County: Uvas Rd Rehabilitation	Santa Clara County	\$1,701,000
Safe Routes To School (SRTS)		
Campbell: Eden Ave Sidewalk Improvements	Campbell	\$555,000
Cupertino: McClellan Rd Separated Bike Lane	Cupertino	\$1,000,000
Los Gatos: Los Gatos Creek Trail to Highway 9 Trailhead Connection (Revised)	Los Gatos	\$1,258,000
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
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 (Revised)	Los Gatos	\$5,278,000
Los Gatos: Shannon Rd Complete Streets	Los Gatos	\$940,100
Milpitas: Various Streets Resurfacing	Milpitas	\$1,609,000
Morgan Hill: East Dunne Ave Pavement Rehabilitation	Morgan Hill	\$857,000
Mountain View: Shoreline Boulevard Pathway Improvements	Mountain View	\$1,996,000
Mountain View: West Middlefield Road Improvements	Mountain View	\$1,136,000
Palo Alto: Adobe Creek/Highway 101 Bicycle Pedestrian Bridge	Palo Alto	\$4,350,000
Palo Alto: North Ventura Coordinated Area Plan	Palo Alto	\$638,000
Palo Alto: Various Streets Resurfacing	Palo Alto	\$1,009,000
San Jose: Downtown San Jose Mobility, Streetscape, and Public Life Plan	San Jose	\$813,000
San Jose: East Side Alum Rock (east of 680) Urban Village Plan	San Jose	\$400,000
San Jose: Julian & St. James Livable Streets Couplet Conversion	San Jose	\$2,067,572
San Jose: McKee Road Vision Zero Priority Safety Corridor Improvements	San Jose	\$8,623,000
San Jose: Various Streets Pavement Rehabilitation	San Jose	\$14,597,000
San Jose: Tully Road Vision Zero Priority Safety Corridor Improvements	San Jose	\$8,599,000
San Jose: West San Carlos Urban Village Streetscape Improvements	San Jose	\$3,582,000
Santa Clara: 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

June 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 06/28/23-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
Santa Clara County: Capitol Expressway Rehabilitation	Santa Clara County	\$5,000,000
Santa Clara County: McKean Rd Pavement Rehabilitation	Santa Clara County	\$1,151,000
Saratoga: Citywide Master Plan for Bicycle and Sidewalks (Added)	Saratoga	\$443,000
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
Unprogrammed Balance (Revised)		\$450,000
SANTA CLARA COUNTY	TOTAL:	\$104,073,000
SOLANO COUNTY		
CMA Planning Activities		
Planning Activities Base	STA	\$3,822,000
Planning Activities - Supplemental	STA	\$3,039,000
Federal Aid Secondary (FAS)		
Solano County: County Roads Paving	Solano County	\$506,000
Solano County: Farm to Market Phase 2 Imps	Solano County	\$1,000,000
Safe Routes To School (SRTS)		
Fairfield: Grange Middle School SRTS Imps	Fairfield	\$260,000
STA: Countywide SRTS Non-Infrastructure Program	STA	\$1,209,000
County Program		
Benicia: Park Rd Improvements	Benicia	\$2,731,000
Fairfield: Cadenasso Dr Repaving	Fairfield	\$1,394,000
Suisun City: Railroad Ave Repaving	Suisun City	\$491,000
STA: Vacaville Jepson Parkway Phase 1B/1C 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
SOLANO COUNTY	TOTAL:	\$21,177,000
SONOMA COUNTY		
CMA Planning Activities		
Planning Activities Base	SCTA	\$3,822,000
Planning Activities - Supplemental	SCTA	\$1,178,000
Federal Aid Secondary (FAS)		
Sonoma County: River Road Pavement Rehabilitation	Sonoma County	\$3,264,000
Safe Routes To School (SRTS)		
SCTA: Sonoma County Safe Routes To School (SRTS)	SCTA	\$1,655,000
County Program		
Cotati: E. Cotati Avenue Street Rehabilitation	Cotati	\$675,000
Healdsburg: Healdsburg Avenue Road Diet	Healdsburg	\$600,000
Petaluma: Petaluma Boulevard South Road Diet	Petaluma	\$2,916,000
SMART: Petaluma SMART Pathway	SMART	\$400,000
Rohnert Park: Various Streets Rehabilitation	Rohnert Park	\$1,035,000
Santa Rosa: US 101 Bicycle and Pedestrian Bridge Overcrossing	Santa Rosa	\$1,418,000
Santa Rosa: Various Streets Rehabilitation	Santa Rosa	\$1,655,000
Sebastopol: Bodega Avenue Bike Lanes and Pavement Rehabilitation	Sebastopol	\$1,195,000
Sonoma (City) : New Fryer Creek Bicycle and Pedestrian Bridge	Sonoma (City)	\$501,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
June 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 06/28/23-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
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
June 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 06/28/23-C

OBAG 2 County Programs Project List

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

Date: January 26, 2022
W.I.: 1512
Referred by: PAC
Revised: 02/23/22-C 03/23/22-C 06/22/22-C
09/28/22-C 10/26/22-C 11/16/22-C
01/25/23-C 02/22/23-C 03/22/23-C
04/26/23-C 05/24/23-C 06/28/23-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.

On June 28, 2023, Attachment B-1 was revised to program \$17,000,000 in Regional Growth Framework Implementation funds to various Priority Development Area (PDA) Planning and Priority Production Area (PPA) Pilot projects; and program \$2,844,000 in Regional Climate Initiatives funds to various Mobility Hub Planning and Parking Program Planning projects.

ABSTRACT

MTC Resolution No. 4505, Revised

Page 4

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; the Planning Committee dated June 9, 2023; and the Programming and Allocations Committee dated June 14, 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.

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
June 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 06/28/23-C

OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 3 REGIONAL PROGRAMS		\$383,000,000	\$75,940,000
1. PLANNING AND PROGRAM IMPLEMENTATION			
Planning and Program Implementation			
Regional Planning Activities	MTC	\$8,300,000	
Program and Project Implementation	MTC	\$37,200,000	
Program and Project Implementation - Transit Transformation	MTC	\$4,000,000	
1. PLANNING AND PROGRAM IMPLEMENTATION		\$49,500,000	
2. GROWTH FRAMEWORK IMPLEMENTATION			
Growth Framework Implementation			
PDA Planning and Technical Assistance Grants			
PDA Planning and Technical Assistance Grants - Balance (Revised)	MTC	\$8,000,000	
Alameda County: San Lorenzo Village Specific Plan (Added)	MTC	\$600,000	
Benicia: Eastern Gateway Infrastructure Master Plan (Added)	MTC	\$312,000	
Campbell: Hamilton Avenue Precise Plan (Added)	MTC	\$400,000	
Cotati: Santero Way Specific Plan Update (Added)	MTC	\$415,000	
Fairfield : Solano Rail Hub Residential Cluster (Added)	MTC	\$200,000	
Millbrae: El Camino Real Streetscape Plan Implementation (Added)	MTC	\$200,000	
Millbrae: MSASP Amend - Integrated Multi-Modal Transit Stn (Added)	MTC	\$600,000	
Milpitas: Innovation District Parks and Trails Master Plan (Added)	MTC	\$200,000	
Milpitas: Milpitas Main Street Sense of Place Plan (Added)	MTC	\$600,000	
Moraga: Moraga Center Specific Plan (Added)	MTC	\$600,000	
Moraga: Moraga Center Specific Plan Amendments (Added)	MTC	\$88,000	
Orinda: Path for Affordable Housing TOD at Orinda BART (Added)	MTC	\$200,000	
Petaluma: Corona Road SMART Station PDA Specific Plan (Added)	MTC	\$1,150,000	
San Carlos: Downtown Together - Downtown Specific Plan (Added)	MTC	\$300,000	
San Francisco: Well-Resourced PDAs Zoning Plan (Added)	MTC	\$1,035,000	
San Leandro: Bay Fair TOD Specific Plan Amendment (Added)	MTC	\$600,000	
San Leandro: Bay Fair TOD Sub-Area 1 Precise Plan (Added)	MTC	\$1,200,000	
Santa Rosa: South Santa Rosa Specific Plan (Added)	MTC	\$1,200,000	
Sebastopol: Workforce Housing Zoning (Added)	MTC	\$250,000	
Sonoma County: Airport Area Specific Plan Update (Added)	MTC	\$800,000	
Suisun City: PDA Project Implementation (Added)	MTC	\$200,000	
Vacaville: Allison Policy Plan (Added)	MTC	\$1,200,000	
Vallejo: Downtown Amend and Streetscape Impl (Added)	MTC	\$1,200,000	
Vallejo: Waterfront Amendment (Added)	MTC	\$1,200,000	
Priority Production Area (PPA) Pilot Program			
Priority Production Area (PPA) Pilot Program (Revised)	MTC	\$2,000,000	
Benicia: Port of Benicia - Infras & Facility Modernization Plan (Added)	MTC	\$750,000	
CC County: N Waterfront PPAs Technical Assistance Project (Added)	MTC	\$500,000	
East Bay Econ Dev Alliance: Next Gen EB Indust Bldgs/Dists (Added)	MTC	\$500,000	
STA: Aligning Middle Wage Jobs with Housing in Solano County (Added)	MTC	\$500,000	
2. GROWTH FRAMEWORK IMPLEMENTATION		\$25,000,000	
3. CLIMATE, CONSERVATION, AND RESILIENCE			
Climate Initiatives			
Mobility Hubs			
Mobility Hubs Capital Grants	TBD	\$300,000	\$30,000,000
Mobility Hubs Planning Grants - Balance (Revised)	MTC	\$804,000	
ECCTA: Antioch Park n Ride Mobility Hub (Added)	MTC	\$400,000	
SFMTA: Southeastern SF Mobility Hub Plan (Added)	MTC	\$396,000	
TAM: Marin County Mobility Hub Plan (Added)	MTC	\$400,000	
Mobility Hubs and Parking Management Technical Assistance (Revised)	MTC	\$500,000	
Transportation Electrification			
Charging Infrastructure: Regional	TBD		\$20,000,000
Charging Infrastructure: Transit Station Public Charging Program	TBD		\$10,000,000
Electric Bikeshare: Bay Wheels Bikeshare E-bike Expansion	MTC	\$4,060,000	\$15,940,000

Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
June 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 06/28/23-C

OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 3 REGIONAL PROGRAMS		\$383,000,000	\$75,940,000
Local Public Fleet Electrification: Planning Assistance	TBD	\$10,000,000	
Planning & Program Strategy: Local Action Planning	TBD	\$4,500,000	
Planning & Program Strategy: Regional Program Strategy	TBD	\$500,000	
Parking Management			
Parking Management Capital	TBD	\$4,000,000	
Parking Management Planning - Balance (Revised)	MTC	\$352,000	
Concord: Downtown Parking Technology Solutions Study (Added)	MTC	\$80,000	
Lafayette: Downtown Lafayette Parking Mgmt Program (Added)	MTC	\$170,000	
Menlo Park: Menlo Park Citywide Strategic Parking Plan (Added)	MTC	\$125,000	
Napa: Park Napa Plan (Added)	MTC	\$315,000	
Petaluma: Downtown Area Parking Management Plan (Added)	MTC	\$100,000	
San Mateo: Citywide Parking Requirement Update (Added)	MTC	\$200,000	
Santa Rosa: Downtown Parking, Curb Mgmt & Access Plan (Added)	MTC	\$207,000	
Sausalito: Sausalito Downtown Parking Study (Added)	MTC	\$106,000	
Vallejo: Downtown/Waterfront Parking Mgmt Eval/Action Plan (Added)	MTC	\$150,000	
Walnut Creek: Downtown Curbside Management Plan (Added)	MTC	\$195,000	
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	
3. CLIMATE, CONSERVATION, AND RESILIENCE		\$82,060,000	\$75,940,000
4. COMPLETE STREETS AND COMMUNITY CHOICE			
Healthy, Safe, and Sustainable Streets			
Regional Vision Zero/Safety Program			
Local Roadway Safety Plan Development & TA Balance	MTC	\$2,720,000	
CCTA: Local Roadway Safety Plan Development	MTC	\$630,000	
NVTA: Local Roadway Safety Plan Development	MTC	\$250,000	
C/CAG: Local Roadway Safety Plan Development	MTC	\$400,000	
Bay Area Vision Zero Data System	MTC	\$2,000,000	
Regional Safety Program Coordination and Outreach	MTC	\$2,000,000	
Regional Pavement & Asset Management Program			
Pavement Technical Assistance Program (PTAP)	MTC	\$10,000,000	
Pavement Management Program (PMP)	MTC	\$3,000,000	
Regional Active Transportation Plan (AT Plan) Implementation			
Active Transportation Technical Assistance Program	MTC	\$300,000	
Bay Trail Planning	MTC	\$1,500,000	
Bay Trail Implementation	MTC	\$750,000	
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	
Community Choice			
ACTC: Community-Based Transportation Plans	MTC	\$600,000	
CCTA: Community-Based Transportation Plans	MTC	\$450,000	
TAM: Community-Based Transportation Plans	MTC	\$150,000	
NVTA: Community-Based Transportation Plans	MTC	\$150,000	
SFCTA: Community-Based Transportation Plans	MTC	\$370,000	
C/CAG: Community-Based Transportation Plans	MTC	\$245,000	
VTA: Community-Based Transportation Plans	MTC	\$600,000	

Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
June 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 06/28/23-C

OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 3 REGIONAL PROGRAMS		\$383,000,000	\$75,940,000
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	
4. COMPLETE STREETS AND COMMUNITY CHOICE		\$54,000,000	
5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE			
Transit Transformation Action Plan			
Transit Priority - Highway Investments	MTC	\$13,000,000	
Transit Priority - Arterial Investments	TBD	\$15,000,000	
Mapping & Wayfinding	TBD	\$3,600,000	
Multimodal Systems Programs			
Clipper C2 Capital (Loan for RM3)	MTC	\$30,000,000	
Forward Programs	MTC	\$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	
5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE		\$156,500,000	
NON-FEDERAL EXCHANGE ADJUSTMENT		\$15,940,000	
OBAG 3 REGIONAL PROGRAMS	TOTAL:	\$383,000,000	\$75,940,000

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Date: October 26, 2022
W.I.: 1512
Referred by: PAC
Revised: 05/24/23-C 06/28/23-C

ABSTRACT

Resolution No. 4540, Revised

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 B was revised to reprogram \$10,000,000 from MTC's Electric Vehicles and Infrastructure program to MTC's Mobility Hubs program.

On June 28, 2023, Attachment B was revised to program \$10,089,000 in Mobility Hubs funds to various projects.

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; the Planning Committee dated June 9, 2023; and the Programming and Allocations Committee dated June 14, 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.

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
June 2023**

MTC Res. No. 4540 Attachment B
Adopted: 10/26/22-C
Revised: 05/24/23-C 06/28/23-C

CRP Project List

PROJECT CATEGORY AND TITLE	SPONSOR	CRP	Other
CARBON REDUCTION PROGRAM			
CLIMATE INITIATIVES			
Mobility Hubs			
Mobility Hubs Capital - Balance (Revised)	TBD	\$19,910,000	\$300,000
Dublin/Pleasanton Access and Station Area Improvements (Added)	BART	\$3,000,000	
Martinez Amtrak Station Shared Mobility Hub (Added)	CCTA	\$3,000,000	
San Fernando Street Small-Scale Mobility Hubs (Added)	San Jose	\$1,140,000	
Contra Costa College (CCC) Mobility Hub (Added)	San Pablo	\$2,950,000	
Mobility Hubs Planning	MTC		\$2,000,000
Mobility Hubs Technical Assistance	MTC		\$500,000
Electric Vehicles and Infrastructure	TBD	\$30,000,000	\$35,000,000
CLIMATE INITIATIVES		\$60,000,000	\$37,800,000
CARBON REDUCTION PROGRAM		\$60,000,000	\$37,800,000

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0774 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 5/12/2023 **In control:** Programming and Allocations Committee

On agenda: 6/14/2023 **Final action:**

Title: Housing Incentive Pool (HIP) Program Progress Report (2018-21).

Sponsors:

Indexes:

Code sections:

Attachments: [2j_23-0774_Housing_Incentive_Pool_Program_Progress_Report.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Housing Incentive Pool (HIP) Program Progress Report (2018-21).

Presenter:
Thomas Arndt

Recommended Action:
Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 14, 2023

Agenda Item 2j - 23-0774

Housing Incentive Pool (HIP) Program Progress Report (2018-21)

Subject:

Update on the first four years of progress on the Housing Incentive Pool (HIP) Program (2018 to 2021).

Background:

This agenda item provides an update on the first four years of progress (2018 to 2021) on the Housing Incentive Pool (HIP) program, which rewards Bay Area jurisdictions that produced or preserved the most affordable housing over a five-year period. Housing progress for the remaining year (2022) will be reflected in future HIP program reporting as data becomes available.

In October 2018, the Commission established the criteria for the \$76 million HIP program (MTC Resolution No. 4348), comprised of \$46 million in regionally-controlled Regional Transportation Improvement Program (RTIP) funds and \$30 million in federal One Bay Area Grant (OBAG 2) program funds. The Commission directed \$5 million of the program total for the Sub-HIP pilot program in the North Bay, which was programmed to various transportation projects in Marin, Napa, Solano, and Sonoma Counties in July 2020. This agenda item focuses on the status of the larger, \$71 million HIP program that remains unprogrammed.

HIP Program Overview

Established as a “race to the top” incentive, the HIP program will award transportation funds to the 15 jurisdictions that produced or preserved the greatest number of affordable housing units from 2018 through 2022. To be eligible for funding, jurisdictions must comply with state housing laws for Surplus Lands, Accessory Dwelling Units, Density Bonuses, and Housing Elements.

To qualify for HIP credit, housing units must be affordable, deed-restricted, and located within Priority Development Areas (PDAs) or Transit Priority Areas (TPAs). Credit for preservation will be awarded for multi-family units that are either (a) newly acquired and protected as affordable, or (b) existing government-assisted units, with a high risk of converting to market-rate housing, which are given extended protections. For further detail on HIP criteria, see **Attachment 1**.

HIP Status Report

This update incorporates 2021 production and preservation data into ongoing HIP program standings by jurisdiction. In 2021 alone, Bay Area PDAs and TPAs saw over 3,300 new affordable units added and an additional 72 units preserved. Since the beginning of the five-year

program, from 2018 to 2021, jurisdictions have built or preserved more than 9,000 affordable units in PDAs or TPAs. Nearly half (44%) of the qualifying units in that period were located in San Francisco. When including the next three cities – Oakland, Fremont, and San Jose – the top 4 jurisdictions account for producing or preserving two-thirds of the total qualifying HIP units. A detailed list of HIP program standings by jurisdiction is included in **Attachment 1**. Please note that the current standings do not imply a funding commitment; HIP program awards will not be determined until the full five years of housing data have been compiled.

To illustrate the targeted focus of the HIP program, the units built from 2018 to 2021 that qualify for HIP comprise only a fraction (11%) of the total housing built in that time. **Attachment 2** lists the total number of housing units built in each jurisdiction from 2018 to 2021 – including all levels of affordability, deed restriction status, and relationship to PDAs and/or TPAs.

Issues:

Jurisdictions are encouraged to review the housing data presented in Attachment 1 and Attachment 2 and alert MTC staff to any corrections that are needed in the number or categorization of units. Additional updates and corrections to both new unit and preserved unit data may be provided in the final 2022 report. HIP unit data will be considered draft until the program awards are finalized after 2022 data is available, anticipated in early 2024. Staff expect to return to this Committee and the Programming and Allocations Committee in Spring 2024 to report on final results and provide further instructions to successful jurisdictions on programming the HIP incentive funding.

In 2017, the Commission committed the \$46 million in regionally-controlled RTIP funds first as contingency for the Caltrain Peninsula Corridor Electrification Project (PCEP), and, if not needed, to augment the \$30 million from OBAG 2 programmed to the HIP program. Recently, the PCEP project reported achievement of a full funding plan from state and federal sources, and therefore staff does not anticipate being asked to contribute additional funding to complete the project.

Recommendations:

Information.

Attachments:

1. HIP Program Status Report (2018-21)
2. All New Housing Units (2018-21)

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

Andrew B. Fremier

Housing Incentive Pool (HIP) Program Status Report: 2018 to 2021

Current Rank	Jurisdiction	2018 New	2018 Prsvd	2018 Total	2019 New	2019 Prsvd	2019 Total	2020 New	2020 Prsvd	2020 Total	2021 New	2021 Prsvd	2021 Total	Total New	Total Prsvd	Total Units
1	San Francisco	652	50	702	1,097	95	1,192	538	187	725	1,367	28	1,395	3,654	360	4,014
2	Oakland	39	56	95	4	-	4	183	199	382	489	44	533	715	299	1,014
3	Fremont	1	-	1	100	-	100	121	-	121	408	-	408	630	-	630
4	San Jose	30	-	30	215	-	215	99	-	99	63	-	63	407	-	407
5	Richmond	-	-	-	-	-	-	-	-	-	268	-	268	268	-	268
6	American Canyon	-	-	-	69	-	69	-	-	-	159	-	159	228	-	228
7	Sunnyvale	57	-	57	91	23	114	1	-	1	55	-	55	204	23	227
8	Daly City	3	-	3	-	-	-	210	-	210	4	-	4	217	-	217
9	Mountain View	16	-	16	67	-	67	114	-	114	16	-	16	213	-	213
10	Redwood City	-	-	-	7	47	54	-	-	-	152	-	152	159	47	206
11	Santa Rosa	79	-	79	-	-	-	-	-	-	89	-	89	168	-	168
12	San Mateo	16	-	16	7	-	7	116	-	116	14	-	14	153	-	153
13	Pleasanton	33	-	33	53	-	53	30	-	30	-	-	-	116	-	116
14	Livermore	-	-	-	74	-	74	34	-	34	-	-	-	108	-	108
15	Emeryville	1	-	1	77	-	77	15	-	15	11	-	11	104	-	104
16	Walnut Creek	58	-	58	-	-	-	45	-	45	-	-	-	103	-	103
17	South San Francisco	1	-	1	81	-	81	-	-	-	19	-	19	101	-	101
18	Morgan Hill	29	-	29	23	-	23	41	-	41	-	-	-	93	-	93
19	Concord	-	-	-	-	79	79	-	-	-	-	-	-	-	79	79
20	El Cerrito	15	-	15	62	-	62	-	-	-	-	-	-	77	-	77
21	Santa Clara	7	-	7	-	-	-	8	-	8	51	-	51	66	-	66
22	Fairfield	-	-	-	-	-	-	-	64	64	1	-	1	1	64	65
23	Alameda	-	-	-	-	-	-	59	-	59	2	-	2	61	-	61
24	Windsor	-	-	-	-	-	-	-	-	-	60	-	60	60	-	60
25	Sonoma County	59	-	59	-	-	-	-	-	-	-	-	-	59	-	59
26	Contra Costa County	-	-	-	42	-	42	-	-	-	-	-	-	42	-	42
27	Berkeley	13	-	13	-	-	-	22	-	22	5	-	5	40	-	40
28	Sebastopol	-	-	-	-	-	-	-	-	-	31	-	31	31	-	31
29	Hayward	-	-	-	-	-	-	4	-	4	26	-	26	30	-	30
30	Campbell	18	-	18	5	-	5	-	-	-	-	-	-	23	-	23
31	Hercules	-	-	-	-	-	-	-	-	-	15	-	15	15	-	15
32	San Rafael	-	-	-	-	-	-	2	-	2	8	-	8	10	-	10
32	Danville	-	-	-	-	-	-	-	-	-	10	-	10	10	-	10
34	Novato	-	-	-	-	-	-	9	-	9	-	-	-	9	-	9
35	San Mateo County	8	-	8	-	-	-	-	-	-	-	-	-	8	-	8
36	Lafayette	7	-	7	-	-	-	-	-	-	-	-	-	7	-	7
37	Menlo Park	-	-	-	3	-	3	2	-	2	-	-	-	5	-	5
38	Palo Alto	-	-	-	-	-	-	-	-	-	2	-	2	2	-	2
39	Pittsburg	-	-	-	-	-	-	1	-	1	-	-	-	1	-	1
39	Los Gatos	1	-	1	-	-	-	-	-	-	-	-	-	1	-	1
39	San Pablo	1	-	1	-	-	-	-	-	-	-	-	-	1	-	1
All	Total	1,144	106	1,250	2,077	244	2,321	1,654	450	2,104	3,325	72	3,397	8,200	872	9,072

Current rankings are shown for informational purposes only, and do not imply or guarantee a funding award. All data is considered provisional, and may be subject to change as updates are provided. Final rankings and funding awards will not be determined until after 2022 data is available. Only jurisdictions with at least one qualifying HIP unit between 2018 and 2021 are shown.

Housing Incentive Pool (HIP) Unit Qualifying Criteria

- The HIP program compiles eligible units from 2018 through 2022.
- Newly built or preserved units must be affordable to households at the very low-, low-, or moderate-income levels.
- Newly built or preserved units must be located in Priority Development Areas (PDAs) and/or Transit Priority Areas (TPAs).
- Newly built or preserved units must be deed-restricted.
- Newly built units are measured by certificates of occupancy submitted to California Department of Housing and Community Development through a jurisdiction's Housing Element Annual Progress Report.
- Preserved units must be: (1) Multi-family units that receive governmental assistance consistent with the funding sources in Government Code Section 65863.10(a)(3) that are identified as "very-high risk" or "high risk" of converting to market-rate rents by the California Housing Partnership Corporation (CHPC); or (2) The acquisition/preservation of existing unrestricted multi-family affordable housing units upon which restrictions are newly placed.
- A preserved unit that has deed restrictions for at least 55 years will be counted as one HIP unit. Units with deed restrictions for a shorter duration will receive a pro-rated share of one unit based on the 55-year standard.

Alameda County

All New Units by Affordability Level					
Jurisdiction	Very Low	Low	Moderate	Above Moderate	Total
Alameda County	-	91	-	195	286
Alameda	32	29	-	86	147
Albany	-	-	21	-	21
Berkeley	40	-	-	936	976
Dublin	-	-	40	2,179	2,219
Emeryville	47	39	18	313	417
Fremont	339	345	25	2,798	3,507
Hayward	-	20	67	1,022	1,109
Livermore	106	15	101	665	887
Newark	-	-	-	946	946
Oakland	590	113	13	8,039	8,755
Piedmont	7	13	12	24	56
Pleasanton	84	47	40	539	710
San Leandro	-	-	-	-	-
Union City	-	-	12	270	282
Alameda County Total	1,245	712	349	18,012	20,318
Share of County Total	6%	4%	2%	89%	100%
Share of Regional Total	24%	15%	9%	29%	27%

New Units in Priority Development Areas (PDAs) or Transit Priority Areas (TRAs)					
Jurisdiction	Very Low	Low	Moderate	Above Moderate	Total
Alameda County	-	27	-	13	5
Alameda	32	29	-	74	135
Albany	-	-	13	-	13
Berkeley	40	-	-	833	873
Dublin	-	-	-	1,020	1,020
Emeryville	47	39	18	313	417
Fremont	304	301	25	2,237	2,867
Hayward	-	20	22	475	517
Livermore	106	-	30	458	594
Newark	-	-	-	661	661
Oakland	590	113	13	7,696	8,412
Piedmont	-	-	-	-	-
Pleasanton	77	39	6	298	420
San Leandro	-	-	-	-	-
Union City	-	-	2	245	247
Alameda County	1,196	568	129	14,323	16,216
Share of County Total	7%	4%	1%	88%	100%
Share of Regional Total	28%	18%	6%	34%	31%

New Deed-Restricted Units in PDAs or TRAs (HIP Eligible Units)				
Jurisdiction	Very Low	Low	Moderate	Total
Alameda County	-	-	-	-
Alameda	32	29	-	61
Albany	-	-	-	-
Berkeley	40	-	-	40
Dublin	-	-	-	-
Emeryville	47	39	18	104
Fremont	304	301	25	630
Hayward	-	20	10	30
Livermore	106	-	2	108
Newark	-	-	-	-
Oakland	590	113	12	715
Piedmont	-	-	-	-
Pleasanton	77	39	-	116
San Leandro	-	-	-	-
Union City	-	-	-	-
Alameda County	1,196	541	67	1,804
Share of County Total	66%	30%	4%	100%
Share of Regional Total	28%	18%	7%	22%

Contra Costa County

All New Units by Affordability Level					
Jurisdiction	Very Low	Low	Moderate	Above Moderate	Total
Antioch	99	7	52	752	910
Brentwood	2	2	34	409	447
Clayton	-	4	-	-	4
Concord	-	-	5	168	173
Contra Costa County	71	181	3	809	1,064
Danville	10	25	18	240	293
El Cerrito	62	5	10	201	278
Hercules	-	15	-	479	494
Lafayette	-	1	30	129	160
Martinez	-	-	-	-	-
Moraga	-	-	6	82	88
Oakley	-	80	-	1,019	1,099
Orinda	-	-	27	184	211
Pinole	-	-	-	8	8
Pittsburg	26	207	69	303	605
Pleasant Hill	-	-	19	69	88
Richmond	27	241	-	428	696
San Pablo	-	7	8	8	23
San Ramon	31	93	162	858	1,144
Walnut Creek	94	18	25	529	666
Contra Costa County Total	422	886	468	6,675	8,451
Share of County Total	5%	10%	6%	79%	100%
Share of Regional Total	8%	19%	12%	11%	11%

New Units in Priority Development Areas (PDAs) or Transit Priority Areas (TRAs)					
Jurisdiction	Very Low	Low	Moderate	Above Moderate	Total
Antioch	2	1	18	118	139
Brentwood	-	-	-	21	21
Clayton	-	-	-	-	-
Concord	-	-	-	15	15
Contra Costa County	42	1	-	243	286
Danville	10	-	-	134	144
El Cerrito	62	5	10	186	263
Hercules	-	15	-	477	492
Lafayette	-	-	10	75	85
Martinez	-	-	-	-	-
Moraga	-	-	-	42	42
Oakley	-	1	-	37	38
Orinda	-	-	-	-	-
Pinole	-	-	-	7	7
Pittsburg	-	1	2	30	33
Pleasant Hill	-	-	5	43	48
Richmond	27	241	-	337	605
San Pablo	-	7	7	6	20
San Ramon	-	-	-	1	1
Walnut Creek	94	11	2	418	525
Contra Costa County	237	283	54	2,190	2,764
Share of County Total	9%	10%	2%	79%	100%
Share of Regional Total	6%	9%	3%	5%	5%

New Deed-Restricted Units in PDAs or TRAs (HIP Eligible Units)				
Jurisdiction	VeryLow	Low	Moderate	Total
Antioch	-	-	-	-
Brentwood	-	-	-	-
Clayton	-	-	-	-
Concord	-	-	-	-
Contra Costa County	42	-	-	42
Danville	10	-	-	10
El Cerrito	62	5	10	77
Hercules	-	15	-	15
Lafayette	-	-	7	7
Martinez	-	-	-	-
Moraga	-	-	-	-
Oakley	-	-	-	-
Orinda	-	-	-	-
Pinole	-	-	-	-
Pittsburg	-	1	-	1
Pleasant Hill	-	-	-	-
Richmond	27	241	-	268
San Pablo	-	1	-	1
San Ramon	-	-	-	-
Walnut Creek	94	8	1	103
Contra Costa County	235	271	18	524
Share of County Total	45%	52%	3%	100%
Share of Regional Total	6%	9%	2%	6%

Marin County

All New Units by Affordability Level					
Jurisdiction	Very Low	Low	Moderate	Above Moderate	Total
Belvedere	-	-	2	-	2
Corte Madera	9	3	6	16	34
Fairfax	18	47	15	1	81
Larkspur	2	-	-	4	6
Marin County	9	7	3	123	142
Mill Valley	3	3	5	4	15
Novato	27	10	-	163	200
Ross	4	2	2	2	10
San Anselmo	6	6	12	10	34
San Rafael	6	44	3	134	187
Sausalito	-	3	5	2	10
Tiburon	-	-	1	7	8
Marin County Total	84	125	54	466	729
Share of County Total	12%	17%	7%	64%	100%
Share of Regional Total	2%	3%	1%	1%	1%

New Units in Priority Development Areas (PDAs) or Transit Priority Areas (TRAs)					
Jurisdiction	Very Low	Low	Moderate	Above Moderate	Total
Belvedere	-	-	-	-	-
Corte Madera	-	-	-	-	-
Fairfax	-	-	-	-	-
Larkspur	-	-	-	3	3
Marin County	-	-	-	3	3
Mill Valley	-	-	-	-	-
Novato	9	4	-	72	85
Ross	-	-	-	-	-
San Anselmo	-	-	-	-	-
San Rafael	6	9	-	67	82
Sausalito	-	2	3	-	5
Tiburon	-	-	-	-	-
Marin County	15	15	3	145	178
Share of County Total	8%	8%	2%	81%	100%
Share of Regional Total	0%	0%	0%	0%	0%

New Deed-Restricted Units in PDAs or TRAs (HIP Eligible Units)				
Jurisdiction	Very Low	Low	Moderate	Total
Belvedere	-	-	-	-
Corte Madera	-	-	-	-
Fairfax	-	-	-	-
Larkspur	-	-	-	-
Marin County	-	-	-	-
Mill Valley	-	-	-	-
Novato	5	4	-	9
Ross	-	-	-	-
San Anselmo	-	-	-	-
San Rafael	6	4	-	10
Sausalito	-	-	-	-
Tiburon	-	-	-	-
Marin County	11	8	-	19
Share of County Total	0%	0%	0%	0%
Share of Regional Total	0%	0%	0%	0%

Napa County

All New Units by Affordability Level					
Jurisdiction	Very Low	Low	Moderate	Above Moderate	Total
American Canyon	59	31	144	2	236
Calistoga	23	9	4	28	64
Napa	-	12	12	111	135
Napa County	4	3	8	17	32
Saint Helena	-	-	-	25	25
Yountville	-	-	5	4	9
Napa County Total	86	55	173	187	501
Share of County Total	17%	11%	35%	37%	100%
Share of Regional Total	2%	1%	4%	0%	1%

New Units in Priority Development Areas (PDAs) or Transit Priority Areas (TRAs)					
Jurisdiction	Very Low	Low	Moderate	Above Moderate	Total
American Canyon	57	28	143	1	229
Calistoga	-	-	-	-	-
Napa	-	-	-	2	2
Napa County	-	-	-	-	-
Saint Helena	-	-	-	-	-
Yountville	-	-	-	-	-
Napa County	57	28	143	3	231
Share of County Total	25%	12%	62%	1%	100%
Share of Regional Total	1%	1%	7%	0%	0%

New Deed-Restricted Units in PDAs or TRAs (HIP Eligible Units)				
Jurisdiction	Very Low	Low	Moderate	Total
American Canyon	57	28	143	228
Calistoga	-	-	-	-
Napa	-	-	-	-
Napa County	-	-	-	-
Saint Helena	-	-	-	-
Yountville	-	-	-	-
Napa County	57	28	143	228
Share of County Total	25%	12%	63%	100%
Share of Regional Total	1%	1%	16%	3%

San Francisco County

All New Units by Affordability Level					
Jurisdiction	Very Low	Low	Moderate	Above Moderate	Total
San Francisco	1,615	1,570	1,320	12,967	17,472
San Francisco County Total	1,615	1,570	1,320	12,967	17,472
Share of County Total	9%	9%	8%	74%	100%
Share of Regional Total	31%	33%	33%	21%	23%

New Units in Priority Development Areas (PDAs) or Transit Priority Areas (TRAs)					
Jurisdiction	Very Low	Low	Moderate	Above Moderate	Total
San Francisco	1,615	1,570	1,310	12,962	17,457
San Francisco County	1,615	1,570	1,310	12,962	17,457
Share of County Total	9%	9%	8%	74%	100%
Share of Regional Total	38%	49%	62%	30%	34%

New Deed-Restricted Units in PDAs or TRAs (HIP Eligible Units)				
Jurisdiction	Very Low	Low	Moderate	Total
San Francisco	1,615	1,570	469	3,654
San Francisco County	1,615	1,570	469	3,654
Share of County Total	44%	43%	13%	100%
Share of Regional Total	38%	51%	52%	45%

San Mateo County

All New Units by Affordability Level					
Jurisdiction	Very Low	Low	Moderate	Above Moderate	Total
Atherton	10	3	3	65	81
Belmont	-	-	25	44	69
Brisbane	-	2	10	14	26
Burlingame	-	-	-	59	59
Colma	-	-	-	8	8
Daly City	20	255	136	295	706
East Palo Alto	6	6	3	4	19
Foster City	14	32	9	386	441
Half Moon Bay	-	-	27	53	80
Hillsborough	6	7	3	5	21
Menlo Park	29	26	2	331	388
Millbrae	4	6	3	18	31
Pacifica	-	-	-	34	34
Portola Valley	16	2	5	13	36
Redwood City	124	88	-	1,002	1,214
San Bruno	4	17	2	121	144
San Carlos	-	-	-	30	30
San Mateo	124	46	29	1,009	1,208
San Mateo County	7	45	54	192	298
South San Francisco	89	8	74	416	587
Woodside	15	4	2	33	54
San Mateo County Total	468	547	387	4,132	5,534
Share of County Total	8%	10%	7%	75%	100%
Share of Regional Total	9%	12%	10%	7%	7%

New Units in Priority Development Areas (PDAs) or Transit Priority Areas (TRAs)					
Jurisdiction	Very Low	Low	Moderate	Above Moderate	Total
Atherton	5	1	-	17	23
Belmont	-	-	8	2	10
Brisbane	-	-	-	-	-
Burlingame	-	-	-	48	48
Colma	-	-	-	8	8
Daly City	20	212	65	218	515
East Palo Alto	3	3	1	-	7
Foster City	-	-	-	-	-
Half Moon Bay	-	-	-	-	-
Hillsborough	-	-	-	-	-
Menlo Park	8	7	2	52	69
Millbrae	2	-	1	15	18
Pacifica	-	-	-	8	8
Portola Valley	-	-	-	-	-
Redwood City	124	55	-	1,002	1,181
San Bruno	2	5	1	83	91
San Carlos	-	-	-	16	16
San Mateo	124	36	15	914	1,089
San Mateo County	7	13	23	26	69
South San Francisco	82	3	42	407	534
Woodside	-	-	-	-	-
San Mateo County	377	335	158	2,816	3,686
Share of County Total	10%	9%	4%	76%	100%
Share of Regional Total	9%	11%	7%	7%	7%

New Deed-Restricted Units in PDAs or TRAs (HIP Eligible Units)				
Jurisdiction	Very Low	Low	Moderate	Total
Atherton	-	-	-	-
Belmont	-	-	-	-
Brisbane	-	-	-	-
Burlingame	-	-	-	-
Colma	-	-	-	-
Daly City	20	186	11	217
East Palo Alto	-	-	-	-
Foster City	-	-	-	-
Half Moon Bay	-	-	-	-
Hillsborough	-	-	-	-
Menlo Park	-	3	2	5
Millbrae	-	-	-	-
Pacifica	-	-	-	-
Portola Valley	-	-	-	-
Redwood City	124	35	-	159
San Bruno	-	-	-	-
San Carlos	-	-	-	-
San Mateo	124	28	1	153
San Mateo County	-	8	-	8
South San Francisco	81	-	20	101
Woodside	-	-	-	-
San Mateo County	349	260	34	643
Share of County Total	54%	40%	5%	100%
Share of Regional Total	8%	9%	4%	8%

Santa Clara County

All New Units by Affordability Level					
Jurisdiction	Very Low	Low	Moderate	Above Moderate	Total
Campbell	11	2	10	280	303
Cupertino	-	-	15	9	24
Gilroy	-	-	-	210	210
Los Altos	-	-	-	25	25
Los Altos Hills	17	9	4	60	90
Los Gatos	-	-	66	48	114
Milpitas	14	5	5	1,252	1,276
Monte Sereno	24	2	7	25	58
Morgan Hill	72	55	359	684	1,170
Mountain View	77	250	-	2,180	2,507
Palo Alto	-	2	-	92	94
San Jose	567	-	-	3,322	3,889
Santa Clara	-	6	61	2,934	3,001
Saratoga	-	2	3	-	5
Sunnyvale	76	99	251	1,973	2,399
Santa Clara County Total	858	432	781	13,094	15,165
Share of County Total	6%	3%	5%	86%	100%
Share of Regional Total	17%	9%	20%	21%	20%

New Units in Priority Development Areas (PDAs) or Transit Priority Areas (TRAs)					
Jurisdiction	Very Low	Low	Moderate	Above Moderate	Total
Campbell	11	2	10	248	271
Cupertino	-	-	2	-	2
Gilroy	-	-	-	1	1
Los Altos	-	-	-	1	1
Los Altos Hills	-	-	-	-	-
Los Gatos	-	-	5	6	11
Milpitas	1	-	-	990	991
Monte Sereno	-	-	-	-	-
Morgan Hill	64	26	86	176	352
Mountain View	65	148	-	2,091	2,304
Palo Alto	-	2	-	35	37
San Jose	407	-	-	2,623	3,030
Santa Clara	-	6	60	1,311	1,377
Saratoga	-	-	-	-	-
Sunnyvale	76	59	118	1,399	1,652
Santa Clara County	624	243	281	8,881	10,029
Share of County Total	6%	2%	3%	89%	100%
Share of Regional Total	15%	8%	13%	21%	19%

New Deed-Restricted Units in PDAs or TRAs (HIP Eligible Units)				
Jurisdiction	Very Low	Low	Moderate	Total
Campbell	11	2	10	23
Cupertino	-	-	-	-
Gilroy	-	-	-	-
Los Altos	-	-	-	-
Los Altos Hills	-	-	-	-
Los Gatos	-	-	1	1
Milpitas	-	-	-	-
Monte Sereno	-	-	-	-
Morgan Hill	64	26	3	93
Mountain View	65	148	-	213
Palo Alto	-	2	-	2
San Jose	407	-	-	407
Santa Clara	-	6	60	66
Saratoga	-	-	-	-
Sunnyvale	76	59	69	204
Santa Clara County	623	243	143	1,009
Share of County Total	62%	24%	14%	100%
Share of Regional Total	15%	8%	16%	12%

Solano County

All New Units by Affordability Level					
Jurisdiction	Very Low	Low	Moderate	Above Moderate	Total
Benicia	-	-	4	2	6
Dixon	-	-	23	144	167
Fairfield	-	-	7	1,089	1,096
Rio Vista	-	-	3	272	275
Solano County	-	13	2	5	20
Suisun City	-	-	-	11	11
Vacaville	-	44	20	853	917
Vallejo	-	-	-	123	123
Solano County Total	-	57	59	2,499	2,615
Share of County Total	0%	2%	2%	96%	100%
Share of Regional Total	0%	1%	1%	4%	3%

New Units in Priority Development Areas (PDAs) or Transit Priority Areas (TRAs)					
Jurisdiction	Very Low	Low	Moderate	Above Moderate	Total
Benicia	-	-	-	-	-
Dixon	-	-	-	-	-
Fairfield	-	-	2	132	134
Rio Vista	-	-	-	-	-
Solano County	-	-	-	-	-
Suisun City	-	-	-	-	-
Vacaville	-	-	-	245	245
Vallejo	-	-	-	15	15
Solano County	-	-	2	392	394
Share of County Total	0%	0%	1%	99%	100%
Share of Regional Total	0%	0%	0%	1%	1%

New Deed-Restricted Units in PDAs or TRAs (HIP Eligible Units)				
Jurisdiction	Very Low	Low	Moderate	Total
Benicia	-	-	-	-
Dixon	-	-	-	-
Fairfield	-	-	1	1
Rio Vista	-	-	-	-
Solano County	-	-	-	-
Suisun City	-	-	-	-
Vacaville	-	-	-	-
Vallejo	-	-	-	-
Solano County	-	-	1	1
Share of County Total	0%	0%	0%	0%
Share of Regional Total	0%	0%	0%	0%

Sonoma County

All New Units by Affordability Level					
Jurisdiction	Very Low	Low	Moderate	Above Moderate	Total
Cloverdale	1	1	23	43	68
Cotati	5	4	2	47	58
Healdsburg	-	-	5	-	5
Petaluma	-	-	24	186	210
Rohnert Park	109	117	15	954	1,195
Santa Rosa	112	85	67	1,359	1,623
Sebastopol	35	4	2	20	61
Sonoma	40	17	29	66	152
Sonoma County	33	97	233	787	1,150
Windsor	30	29	1	30	90
Sonoma County Total	365	354	401	3,492	4,612
Share of County Total	8%	8%	9%	76%	100%
Share of Regional Total	7%	7%	10%	6%	6%

New Units in Priority Development Areas (PDAs) or Transit Priority Areas (TRAs)					
Jurisdiction	Very Low	Low	Moderate	Above Moderate	Total
Cloverdale	1	-	-	11	12
Cotati	-	2	1	-	3
Healdsburg	-	-	-	-	-
Petaluma	-	-	3	70	73
Rohnert Park	-	-	-	-	-
Santa Rosa	82	68	36	588	774
Sebastopol	31	2	2	8	43
Sonoma	-	-	-	-	-
Sonoma County	24	35	4	120	183
Windsor	30	29	1	6	66
Sonoma County	168	136	47	803	1,154
Share of County Total	15%	12%	4%	70%	100%
Share of Regional Total	4%	4%	2%	2%	2%

New Deed-Restricted Units in PDAs or TRAs (HIP Eligible Units)				
Jurisdiction	Very Low	Low	Moderate	Total
Cloverdale	-	-	-	-
Cotati	-	-	-	-
Healdsburg	-	-	-	-
Petaluma	-	-	-	-
Rohnert Park	-	-	-	-
Santa Rosa	82	67	19	168
Sebastopol	31	-	-	31
Sonoma	-	-	-	-
Sonoma County	24	35	-	59
Windsor	30	29	1	60
Sonoma County	167	131	20	318
Share of County Total	0%	0%	0%	0%
Share of Regional Total	4%	4%	2%	4%

Regional Total

All New Units by Affordability Level					
Jurisdiction	Very Low	Low	Moderate	Above Moderate	Total
Regional Total	5,143	4,738	3,992	61,524	75,397
Share of Regional Total	7%	6%	5%	82%	100%

New Units in Priority Development Areas (PDAs) or Transit Priority Areas (TRAs)					
Jurisdiction	Very Low	Low	Moderate	Above Moderate	Total
Regional Total	4,289	3,178	2,127	42,515	52,109
Share of Regional Total	8%	6%	4%	82%	100%

New Deed-Restricted Units in PDAs or TRAs (HIP Eligible Units)				
Jurisdiction	Very Low	Low	Moderate	Total
Regional Total	4,253	3,052	895	8,200
Share of Regional Total	52%	37%	11%	100%

Certificate of occupancy data from California Department of Housing and Community Development (HCD) from local jurisdictions Housing Element Annual Progress Reports; data compiled and analyzed by MTC staff to confirm spatial relationship with PDAs/TPAs. All data is considered provisional, and may be subject to change as updates are provided. Final rankings and funding awards will not be determined until after 2022 data is available.

Housing Incentive Pool (HIP) Unit Qualifying Criteria

- The HIP program compiles eligible units from 2018 through 2022.
- Newly built or preserved units must be affordable to households at the very low-, low-, or moderate-income levels.
- Newly built or preserved units must be located in Priority Development Areas (PDAs) and/or Transit Priority Areas (TPAs).
- Newly built or preserved units must be deed-restricted.
- Newly built units are measured by certificates of occupancy submitted to California Department of Housing and Community Development through a jurisdiction's Housing Element Annual Progress Report.
- Preserved units must be: (1) Multi-family units that receive governmental assistance consistent with the funding sources in Government Code Section 65863.10(a)(3) that are identified as “very-high risk” or “high risk” of converting to market-rate rents by the California Housing Partnership Corporation (CHPC); or (2) The acquisition/preservation of existing unrestricted multi-family affordable housing units upon which restrictions are newly placed.
- A preserved unit that has deed restrictions for at least 55 years will be counted as one HIP unit. Units with deed restrictions for a shorter duration will receive a pro-rated share of one unit based on the 55-year standard.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0763 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 5/5/2023 **In control:** Programming and Allocations Committee

On agenda: 6/14/2023 **Final action:**

Title: MTC Resolution Nos. 4456, Revised, and 4510, Revised. Transit Capital Priorities Program Revisions FYs 2020-21 - 2023-24

Sponsors:

Indexes:

Code sections:

Attachments: [2k 23-0763 MTC Resolutions 4456 and 4510 TCP Program Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution Nos. 4456, Revised, and 4510, Revised. Transit Capital Priorities Program Revisions FYs 2020-21 - 2023-24

Presenter:
Margaret Doyle

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 14, 2023

Agenda Item 2k - 23-0763

**MTC Resolution Nos. 4456, Revised, and 4510, Revised.
Transit Capital Priorities Program Revisions FYs 2020-21 - 2023-24**

Subject:

Update of Transit Capital Priorities (TCP) program; including amendments to the FY 2020-21 program and FYs 2021-22 through 2023-24 programming.

Background:

This item proposes updates to the FY 2020-21 and FYs 2021-22 through 2023-24 programming of Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair Funds, and 5339 Bus and Bus Facilities Funds to support transit capital replacement and rehabilitation projects and maintenance and operating costs. MTC is the designated recipient of these FTA formula funds for the large Urbanized Areas (UZAs) in the region and has been authorized by Caltrans to select projects and recommend funding allocations for the small UZAs.

Updates to FYs 2020-21 and FYs 2021-22 through 2023-24 Programming

TCP programming updates are proposed in FYs 2020-21 through FY 2023-24. AC Transit, Petaluma Transit, and Western Contra Costa Transit Authority (WestCat) have requested updates to their TCP programming, detailed below. Additional minor, net-neutral rebalancing changes to match FTA apportionments to annual programming are also proposed.

AC Transit Programming: AC Transit has requested to increase the amount of funding going to its 40-foot diesel bus replacements by reprogramming funding from its other bus procurements, in order to meet a funding gap caused by the dramatic recent increase in bus prices. The proposal would reprogram \$2.9 million allocated to the replacement of nineteen transbay buses (fourteen 45-foot diesel buses and five 42-foot double decker diesel buses) and \$3.9 million allocated to the replacement of ten 30-foot buses, for a total of \$6.8 million reprogrammed to the procurement of fifty 40-foot diesel buses (ALA210012). AC Transit is canceling its transbay bus procurement and deferring its 30-foot bus procurement. This would represent a substantial

increase in programming to the 40-foot buses at a per vehicle cost above the TCP bus/van pricelist for FY21.

The proposed changes to the FY 2020-21 AC Transit vehicle replacements are illustrated in the table below. The AC Transit (50) 40ft Urban Buses project, to which the \$6.8 million is being reprogrammed, currently has a mix of 5307 and 5339 FTA funds, AB 664 and BATA Project Savings committed through the Core Capacity Challenge Grant Program (CCCGP), and CRRSAA funds that were part of a fund swap.

FY 2020-21 Project Programming (\$ millions)	Current	Change	Proposed
Replace (50) 40ft Urban Buses – Diesel	20.78	6.82	27.59
<i>FY 2020-21 FTA Funds (5307 & 5339)</i>	<i>13.01</i>	<i>6.82</i>	<i>19.83</i>
<i>FY 2020-21 AB 664 Funds (CCCGP)</i>	<i>1.82</i>	<i>-</i>	<i>1.82</i>
<i>FY 2020-21 BATA PS Funds (CCCGP)</i>	<i>4.91</i>	<i>-</i>	<i>4.91</i>
<i>FY 2020-21 CRRSAA Swap</i>	<i>1.03</i>	<i>-</i>	<i>1.03</i>
Replace (10) 30ft Urban Buses - Diesel	3.92	(3.92)	-
Replace (14) 45ft Urban Buses - Diesel	1.85	(1.85)	-
Replace (5) 42ft Double Decker Buses - Diesel	1.05	(1.05)	-
Replace (9) Articulated Buses - Fuel Cell	10.42	-	10.42
FY 2020-21 AC Transit Programming Total	38.01	-	38.01

The TCP policy does not address the issue of funding vehicles beyond their pricelist amount by reprogramming from deferred or canceled replacements. This proposal echoes, but does not squarely fall within, several provisions of TCP policy:

- The Funding Exchange provision allows operators to locally fund a TCP-eligible project and take TCP funds for lower-scoring projects
- The Capital Exchange provision allows operators to remove an eligible capital project from TCP funding consideration in exchange for preventive maintenance funding
- The Compensation for Deferred Replacement allows operators to receive a portion of savings generated to the region by deferring their replacement of buses beyond their useful life.

Staff propose that this reprogramming take place subject to AC Transit removing \$6.8 million from future TCP consideration, in a manner similar to the Capital Exchange provision. However, staff believes it is in the interest of meeting the region’s state of good repair needs to update the TCP Policy in the coming months to address bus price inflation. Through the Transit Finance Working Group of the Partnership Board, staff is working with operators to develop and propose a new bus/van pricelist. This proposal could also include considerations for purchases taking place in this interim period where the pricelist has become out of sync with purchasing reality. Further, as part of conversations regarding optimal fleet size and vehicle types, MTC and AC Transit could revisit the fleet replacement commitments made under the Core Capacity Challenge Grant Program, of which these bus replacements are a part.

Petaluma Transit: Petaluma Transit has proposed a re-programming of its FYs 2020-21 through 2023-24 apportionments, including programming an additional \$1.5 million in available balances. The major change is the makeup of vehicle procurements in the programming window, from four 35-foot battery electric buses to five battery electric buses (two 35-foot buses and three 40-foot buses), shifting forward a procurement planned for later in the program. All buses have reached the end of their useful life and are eligible for replacement under the TCP Policy. As Petaluma Transit is the sole operator within the Petaluma UZA, no other operators are affected by these changes.

Current Project Programming (\$ millions)	FY 21	FY 22	FY 23	FY 24	Total
ADA Operating Assistance	0.08	0.10	0.10	0.11	0.40
Purchase (4) Replacement Fixed Route Buses – 35’ BEB	1.05	1.49			2.54
Paratransit Replacements	0.06		0.17		0.22
Transit Yard and Facility Improvements	0.10		0.00	0.11	0.21
AVL Equipment			0.74		0.74
Current Programming Total	1.28	1.59	1.01	0.21	4.10
Proposed Project Programming (\$ millions)	FY 21	FY 22	FY 23	FY 24	Total
ADA Petaluma	0.08	0.10	0.10	0.11	0.40
Purchase (2) Replacement Fixed Route Buses - 35' BEB	0.58	0.93			1.52
Purchase (3) Replacement Fixed Route Buses - 40' BEB		0.62	1.05	0.87	2.54
Paratransit Replacements			0.42		0.42
Transit Yard and Facility Improvements	0.14		0.11		0.25
AVL Equipment	0.48				0.48

Proposed Programming Total	1.28	1.66	1.69	0.98	5.61
<i>Increase, Current to Proposed:</i>	<i>0.00</i>	<i>0.07</i>	<i>0.68</i>	<i>0.76</i>	<i>1.51</i>

WestCAT Programming: WestCAT has requested to change their FY 2021-22 bus procurement from two 45-foot double-decker buses to three 45-foot diesel buses. This results in a reduction of \$36,800 directly programmed to buses based on the pricelist. Since these funds are already in an FTA grant, the difference will be transferred to their preventive maintenance program, and reduced from future WestCAT TCP programming.

Balancing FTA Apportionments: Due to recent direction from FTA, MTC staff will indicate programming of each year’s apportionments within that year’s programming, as opposed to “carrying over” prior-year balances to coincide with actual project delivery. This requires some amendments to existing programming – while total project programming amounts remain the same, some projects will now be programmed across multiple fiscal years. The affected programming in today’s action includes:

- *SFMTA:* \$48.7 million for LRV replacements previously programmed in FY 2023-24 is now programmed in FY 2022-23
- *LAVTA:* \$0.5 million previously programmed in FY 2022-23 for eight 40-foot Hybrid bus replacements is now programmed in FY 2021-22
- *Soltrans, Napa Vine, and VTA:* Less than \$10,000 in 5339 funds that had been carried over as balance from FY 2021-22 to FY 2022-23 programming is returned to FY 2021-22

Next Steps

Following continued discussion with transit operators, other amendments to the FY 2020-21 and FYs 2021-22 through 2023-24 program will be brought to the Commission for consideration as appropriate.

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

Issues:

The TCP is typically the major funder of bus replacements throughout the region. As seen in the discussion above of AC Transit programming, two issues related to bus replacement are increasingly prevalent in the region:

1. Cost: transit operators are seeing dramatic price inflation from bus manufacturers over the past couple years across all bus types. This inflation, in addition to the persistent price premium for zero-emission buses, puts increased pressure on the TCP as well as operators' budgets for local matches. MTC and transit operator staff have convened a subcommittee of the Partnership Transit Finance Working Group to discuss updates to the TCP's bus/van pricelist and other methods of addressing this situation.
2. Fleet size: enduring pandemic ridership and service impacts, including changed commuting patterns, have operators considering the appropriate makeup of their fleets, both overall size and vehicle type. The zero-emission bus transition is also a factor in fleet size consideration, as performance issues of battery electric buses will require close study of the appropriate spare ratio. As transit operators begin to look at optimizing their fleets, it may be in the region's interest to comprehensively address issues of service planning, provision, technology, and the corresponding vehicles needed.

Recommendation:

Staff recommends referral of MTC Resolutions 4456, Revised, and 4510, Revised, to the Commission for approval. Staff will return to this Committee in the coming months for any additional programming.

Attachments:

MTC Resolution No. 4456, Revised (TCP FTA Program FY21)

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



Andrew B. Fremier

Date: April 28, 2021
W.I.: 1512
Referred By: PAC
Revised: 07/28/21-C 03/22/23-C
06/28/23-C

ABSTRACT

Resolution No. 4456, Revised

This resolution approves the FY2020-21 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities Formula Programs. In addition, One Bay Area Grant Cycle 2 (OBAG 2) Transit Priorities funds are being programmed in MTC Resolution No. 4202, and AB 664 Bridge Toll revenues and BATA Project Savings are programmed in MTC Resolution No. 4457 and Resolution No. 4169, respectively, for FY2020-21 Transit Capital Priorities projects.

This Resolution includes the following attachments:

Attachment A – FY2020-21 Program of Projects

Attachment B – FY2020-21 Programming Notes

Attachment A of this resolution was revised on July 28, 2021 to program \$10.1 million to the City of Vacaville, consisting of FY2020-21 apportionments and balances available from prior years.

Attachment A of this resolution was revised on March 22, 2023 to revise \$6.2 million in VTA's 5337 programming, as requested by the operator.

Attachments A and B of this resolution were revised on June 28, 2023 to revise AC Transit and Petaluma programming, as requested by the operators, and to add a note regarding AC Transit.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheets dated April 14, 2021, July 14, 2021, March 8, 2023, and June 14, 2023.

Date: April 28, 2021
W.I.: 1512
Referred By: PAC
Revised: 07/28/21-C 03/22/23-C
06/28/23-C

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4456

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

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

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

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

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

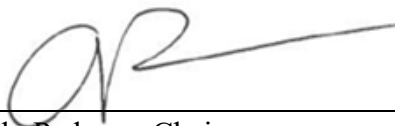
WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY 2020-21 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachment A; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on April 28, 2021.

Date: April 28, 2021
W.I.: 1512
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Revised: 7/28/2021-C
3/22/23-C
6/28/23-C

Attachment A
Resolution No. 4456, Revised
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FY 2020-21 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
Actual Apportionments			472,533,014	239,947,924	217,678,352	14,906,738
Previous Year Carryover			17,211,524	8,866,784	3,929,022	4,415,718
Funds Available for Programming			489,744,538	248,814,708	221,607,374	19,322,456
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
Lifeline Set-Aside						
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,580,439	3,580,439	-	-
ADA Operating Set-Aside						
ALA990076	AC Transit	ADA Paratransit Assistance	5,196,319	5,196,319	-	-
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,610,785	2,610,785	-	-
CC-99T001	CCCTA	ADA Paratransit Assistance	1,408,267	1,408,267	-	-
CC-030035	ECCTA	ADA Operating Assistance	657,884	657,884	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	277,332	277,332	-	-
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	422,316	422,316	-	-
MRN110047	MCTD	ADA Paratransit Assistance	802,802	802,802	-	-
NAP030004	Napa Vine	ADA Operating Assistance	89,968	89,968	-	-
SON150007	Petaluma	ADA Set-Aside	79,781	79,781	-	-
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,999,707	1,999,707	-	-
SON170003	Santa Rosa	ADA Operating Assistance	243,683	243,683	-	-
SF-990022	SFMTA	ADA Paratransit Operating Support	4,116,185	4,116,185	-	-
SOL110025	SoTrans	ADA Paratransit Operating Subsidy	366,722	366,722	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	42,959	42,959	-	-
ALA170039	Union City	ADA Set-Aside	145,964	145,964	-	-
SCL050046	VTA	ADA Operating Set-Aside	4,032,995	4,032,995	-	-
CC-990045	Westcat	ADA Paratransit Operating Subsidy	277,332	277,332	-	-
Total Program Set-asides and Commitments			26,351,439	26,351,439	-	-
Funds Available for Capital Programming			463,393,099	222,463,269	221,607,374	19,322,456
Capital Projects						
ALA210012	AC Transit	Replace (50) 40ft Urban Buses - Diesel	19,831,634	11,783,145	-	8,048,489
ALA210010	AC Transit	Replace (10) 30ft Urban Buses - Diesel	-	-	-	-
NEW	AC Transit	Replace (9) Articulated Buses - Fuel Cell	10,415,250	10,415,250	-	-
ALA210007	AC Transit	Replace (14) 45ft Urban Buses - Diesel	-	-	-	-
ALA210007	AC Transit	Replace (5) 42ft Double Decker Buses - Diesel	-	-	-	-
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,634,374	1,634,374	-	-
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,594,000	-	1,594,000	-
NEW	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-
NEW	ACE	ACE Revenue Vehicle Communication Equipment	500,000	-	500,000	-
ALA090065	BART	Fare Collection Equipment	6,360,000	-	6,360,000	-
ALA190014	BART	Elevator Renovation Program	7,000,000	-	7,000,000	-
BRT030004	BART	Train Control Renovation	10,240,000	-	10,240,000	-
BRT030005	BART	Traction Power System Renovation	10,240,000	-	10,240,000	-
BRT97100B	BART	Rail,Way, and Structures Program	17,406,000	-	17,406,000	-
NEW	BART	Next Generation Fare Gates	7,000,000	-	7,000,000	-
REG090037	BART	Railcar Replacement Program	85,837,237	22,083,048	63,754,189	-
NEW	Caltrain	Preventive Maintenance	2,220,000	-	2,220,000	-
SM-03006B	Caltrain	Systemwide Track Rehabilitation	7,953,000	-	7,953,000	-
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,200,000	-	1,200,000	-
SM-170010	Caltrain	TVM Project	2,300,000	-	2,300,000	-
TBD	CCCTA	Operating Assistance (CRRSAA Swap)	3,688,131	3,688,131	-	-
REG170022	Clipper	Clipper Next Gen Fare Collection System	47,740,655	47,740,655	-	-
CC-070092	ECCTA	ECCTA: Transit Bus Replacements	4,608,000	3,599,872	-	1,008,128
NEW	ECCTA	Operating Assistance (CRRSAA Swap)	2,456,412	2,456,412	-	-
SOL110041	Fairfield	Bus Replacement	322,825	-	-	322,825
SOL010006	Fairfield	Operating Assistance	2,636,194	2,636,194	-	-
MRN030010	GGBHTD	Fixed Guideway Connectors	40,000	-	40,000	-
MRN150014	GGBHTD	Ferry Major Components Rehab	4,670,000	-	4,670,000	-
MRN990017	GGBHTD	Ferry Dredging	640,000	-	640,000	-
MRN030015	GGBHTD	Transit System Enhancements	544,000	544,000	-	-
NEW	LAVTA	AVL	417,792	417,792	-	-
NEW	LAVTA	Fareboxes	265,613	265,613	-	-
NEW	LAVTA	Radios	50,432	50,432	-	-
NEW	LAVTA	Replacement Vehicles	10,841,000	7,446,964	-	3,394,036
NEW	LAVTA	Operating Assistance (CRRSAA Swap)	1,636,697	1,636,697	-	-
NEW	MCTD	MCTD: ADA Bus Stop Improvements	242,400	242,400	-	-
NEW	MCTD	MCTD-Vehicle Replacement - 5 Accessible Vans	404,000	404,000	-	-

Date: April 28, 2021
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3/22/23-C
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Attachment A
Resolution No. 4456, Revised
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FY 2020-21 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
NAP170003	Napa Vine	NVTA- Vine Transit Bus Maintenance Facility	2,632,711	2,435,279	-	197,432
NEW	Petaluma	Purchase (2) Replacement Fixed Route Buses - 35' BEB	580,357	436,597	-	143,760
SON170017	Petaluma	AVL Equipment	480,000	480,000	-	-
SON170005	Petaluma	Transit Yard and Facility Improvements	144,134	144,134	-	-
SM150011	SamTrans	SamTrans-Purchase of Replacement Minivans	568,000	568,000	-	-
SON090023	Santa Rosa	Operating Assistance	1,535,205	1,535,205	-	-
SON090024	Santa Rosa	Preventive Maintenance	657,945	657,945	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabil	28,931,000	-	28,931,000	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	7,344,308	-	7,344,308	-
SF-95037B	SFMTA	Muni Rail Replacement	7,026,000	-	7,026,000	-
SF-99T002	SFMTA	Cable Car Infrastructure	1,617,000	-	1,617,000	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	17,655,692	17,655,692	-	-
SF-090035	SFMTA	Paratransit Fleet Replacement Procurements	2,872,800	2,872,800	-	-
NEW	SMART	Preventive Maintenance	2,957,733	2,957,733	-	-
SOL190017	SolTrans	SolTrans Electric Bus Charging Infrastructure	438,947	-	-	438,947
SOL110040	SolTrans	Operating Assistance	2,951,888	2,951,888	-	-
SOL070032	SolTrans	Preventive Maintenance	1,000,000	1,000,000	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	696,339	484,604	-	211,735
SON030005	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
NEW	Vacaville	Electric Bus Fleet	7,296,000	5,747,599	-	1,548,401
NEW	Vacaville	Bus Charging Infrastructure	2,000,000	2,000,000	-	-
NEW	Vacaville	Transit Building Expansion	800,000	800,000	-	-
NEW	VTA	Upgrade Ohlone/Chynoweth Interlocking	2,720,000	-	2,720,000	-
NEW	VTA	Cerone Operations Command and Control Center	6,209,088	-	6,209,088	-
NEW	VTA	Bus Charging at Cerone	280,000	280,000	-	-
NEW	VTA	Security Enhancement at Chaboya Parking Lot	480,000	480,000	-	-
NEW	VTA	Guadalupe Signal Assessment/SCADA System Replacement	4,140,000	-	4,140,000	-
SCL050001	VTA	Electric Bus Replacement 2021	240,000	240,000	-	-
SCL050001	VTA	Hybrid Bus Replacement 2021	22,344,258	18,945,171	-	3,399,087
SCL050049	VTA	Traction Power Substation #11 Replacement FY22/23	7,640,000	-	7,640,000	-
SCL110099	VTA	Bridge and Structures Repairs FY22/23	1,312,000	-	1,312,000	-
SCL190053	VTA	Guadalupe Steam Rack Improvements	160,000	-	160,000	-
SCL190026	VTA	HVAC Replacement Project	1,622,600	1,622,600	-	-
SCL050002	VTA	Rail Replacement and Rehabilitation	8,592,389	-	8,592,389	-
SCL170005	VTA	Paratransit Fleet Procurement	5,417,120	5,417,120	-	-
SCL190047	VTA	Downtown San Jose Speed Improvements	8,480,000	8,480,000	-	-
CC-170008	Westcat	Paratransit Revenue Vehicle Replacement	912,000	912,000	-	-
REG090054	WETA	Ferry Channel Dredging	2,798,400	-	2,798,400	-
SF-110053	WETA	Ferry Vessel Replacement - MV Intintoli	21,157,300	21,157,300	-	-
		Total Capital Projects	460,333,566	220,013,352	221,607,374	18,712,840
		Total Programmed	486,685,005	246,364,791	221,607,374	18,712,840
		Fund Balance	3,059,533	2,449,917	0	609,616

Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1	Program is based on final apportionments as provided by FTA and Caltrans (Small UZA Section 5339 amounts). Program assumes availability of financing proceeds, subject to future Commission authorization. If financing is not secured, this program will be revised accordingly.
2	AC Transit: \$1,821,000 of AB 664 Bridge Toll funds and \$4,912,063 of BATA Project Savings, for a total of \$6,733,063, have been programmed to AC Transit as part of the Core Capacity Challenge Grant Program (CCCGP). These FY2020-21 funds will support AC Transit's purchase of 50 40ft urban buses. AC Transit will be the recipient of CRRSAA funds in a fund swap. The replacement of 49 40' Urban Buses - Diesel is funded via regular 5307 funds at \$11,284,008; 5339 funds at \$8,048,489, and CRRSAA funds in place of TCP funds at \$1,027,003 (for a total project cost of \$20,359,500). (See note 13 for additional discussion of fund swap).
3	BART: The program assumes that financing will be used to meet all score 16 needs in the region. After meeting all FY2020-21 non-BART car Score 16 needs from the San Francisco-Oakland, Antioch, and Concord UZAs using Section 5307 and 5337 funds, a balance of \$86,730,705 remains. To minimize long-term financing costs to the region, this balance will be used directly on the BART Car Replacement project, as opposed to debt service. The program assumes BART will work with MTC to finance the railcar replacement program beginning in FY2021-22. BART is advancing \$5,600,000 above its FY2020-21 fixed guideway cap of \$52,646,000. This borrows against future cap amounts while keeping the five-year total the same. While this one-year program only programs out FY2020-21, the reduced totals across the five-year period will be enforced.
4	Caltrain: \$2,200,000 of the \$13,673,000 FY2020-21 fixed guideway cap will be used for preventive maintenance, per TCP policy to allow one-year waiver for other capital projects. Caltrain has demonstrated that FY21 PM will be fully funded through this, and that its other capital projects will not be adversely affected.
5	VTA: VTA is programmed \$30.8 M in 5337, \$22.7 million above their \$8.1 M fixed guideway cap. VTA staff requested and was granted a waiver of the cap due to additional funds available in the San Jose UZA after meeting other VTA funding needs and in recognition of the Caltrain funding agreement.
6	Santa Rosa UZA: Santa Rosa CityBus, Sonoma County Transit and Sonoma-Marin Area Rail Transit District (SMART) apportion Santa Rosa urbanized area funding in accordance with an agreement first in effect for FY2020 funds. The portion of FTA 5307 funds within the Santa Rosa urbanized area to be divided by the City and the County is the prior year's subtotal apportioned to those two operators, modified by the same rate as the modification to the FTA 5307 funds nationwide (ex.a 2% increase). That modified amount is divided between the two operators per the agreement in effect starting with FY2014 (58% Santa Rosa City Bus and 42% Sonoma County). The portion of the appropriated funds not divided by Santa Rosa and Sonoma County is distributed to SMART. For FY2020-21, \$1,764,604 is programmed to Sonoma County Transit, \$2,193,150 to Santa Rosa CityBus, and \$2,957,733 to SMART for 5307.
7	Clipper Next Gen Fare Collection total funding amount results from fund timing concerns related to Regional Measure 3 (RM3). The total is for three components of the project: Clipper Next Gen Fare Collection System (\$11,088,675); Collection System Open Payments (\$9,220,777); and Collection System funding in lieu of RM3 (\$27,431,203).
8	SFMTA: SFMTA's FY2020-21 request for \$20,720,222 for light rail vehicle replacement procurement will be funded with \$14,727,570 in AB 664 funds and \$5,992,652 in BATA Project Savings, as committed through MTC Res. 4123.
9	SFMTA: Motor Coach and Trolley Overhauls programming includes \$5M to complete fund swap of BATA Project Savings funds for FTA funds. \$5M of BATA project savings was previously re-programmed to the Central Subway project. SFTMA also restored \$4.25 M from its voluntary deferred fixed guideway cap funding from FY15 and FY16. \$25 M was deferred as part of a funding swap executed in FY2018-19; \$20.75M was restored in FY2019-20 and the remaining \$4.25 M is restored in FY2020-21. The \$4.25 M voluntary restored cap is included in the Wayside/Central Train Control & Trolley Signal Systems Rehab project. Thus, SFMTA receives their full FY2020-21 fixed guideway cap amount of \$33,324,000 plus \$4,250,000 restored deferral, for a total of \$37,574,000 programmed to SFMTA fixed guideway projects in FY2020-21.
10	LAVTA: The replacement of four 29' buses (two 2007 29' Gillig Hybrids and two 2009 29' Gillig Hybrids) with four 40' Gillig Hybrids is considered a replacement and not an expansion because it coincides with the phase out of replacing paratransit vehicles, as LAVTA switched to a brokerage model for paratransit and no longer supplies paratransit vehicles.
11	Marin Transit: Marin Transit will defer the purchase of ten replacement paratransit vehicles: five vehicle replacements for one year, and another five for three years, for a total of ten deferred vehicle replacements at \$808,000.
12	WETA: WETA has opted to defer its entire fixed guideway cap of \$6,310,000 for FY2020-21 for use in a later program year.
13	Coronavirus Response and Relief Supplementary Appropriations Act (CRRSAA) fund swaps: Due to the CRRSAA's UZA restrictions, what would have been CCCTA, ECCTA, and LAVTA's share of CRRSAA funds are now being accommodated through the TCP; and part of AC Transit's TCP request will be funded via CRRSAA to allow for this needed flexibility. The fund swap works as follows: - BART absorbs an additional \$6.75 million in CRRSAA funds (SF-O UZA), which is offset by decreasing their TCP programming in the Concord and Antioch UZAs - AC Transit absorbs an additional \$1.03 million in CRRSAA funds (SJ UZA), which is offset by decreasing their TCP programming in SF-O UZA and moving it in to San Jose UZA - CCCTA, ECCTA, and LAVTA are programmed a total of \$7.78 million in regular TCP 5307 funds: CCCTA and LAVTA from Concord, and ECCTA from Antioch.

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ABSTRACT

Resolution No. 4510, Revised

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

This Resolution includes the following attachments:

Attachment A – FY2021-22 Program of Projects

Attachment B – FY2022-23 Program of Projects

Attachment C – FY2023-24 Program of Projects

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

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

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

ABSTRACT

MTC Resolution No. 4510

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

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

Attachments A through D of this resolution were revised on June 28, 2023 to make revisions to the Transit Capital Priorities Program of Projects for FYs 2021-22 through 2023-24 for Petaluma Transit, WestCAT, SFMTA, LAVTA, Soltrans, Napa Vine, and VTA, as requested by operators.

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

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RE: San Francisco Bay Area Regional Transit Capital Priorities Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4510

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Alfredo Pedroza, Chair

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

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Attachment A
Resolution No. 4510
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FY 2021-22 Transit Capital Priorities / Transit Capital Rehabilitation Program							
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339	
			Actual Apportionments	652,980,135	309,591,917	329,005,589	14,382,629
			Previous Year Carryover	3,059,533	2,449,917	-	609,616
			Funds Available for Programming	656,039,668	312,041,834	329,005,589	14,992,245
MTC Debt Service							
REG170023	MTC	Debt Service	-	-	-	-	
Lifeline Set-Aside							
TBD	TBD - Lifeline	TBD - Reserved for future programming	-	-	-	-	
ADA Operating Set-Aside							
VAR210003	AC Transit	ADA Paratransit Assistance	6,729,308	6,729,308	-	-	
VAR210003	BART	ADA Paratransit Capital Accessibility Improvements	3,381,044	3,381,044	-	-	
VAR210003	CCCTA	ADA Paratransit Assistance	1,823,750	1,823,750	-	-	
VAR210003	ECCTA	ADA Operating Assistance	852,076	852,076	-	-	
VAR210003	LAVTA	ADA Paratransit Operating Subsidy	546,984	546,984	-	-	
VAR210003	MCTD	ADA Paratransit Assistance	1,039,640	1,039,640	-	-	
VAR210003	Napa Vine	ADA Operating Assistance	442,601	442,601	-	-	
VAR210003	Petaluma	ADA Set-Aside	103,359	103,359	-	-	
VAR210003	SamTrans	ADA Paratransit Operating Subsidy	2,589,649	2,589,649	-	-	
VAR210003	Santa Rosa	ADA Operating Assistance	313,314	313,314	-	-	
VAR210003	SFMTA	ADA Paratransit Operating Support	5,330,519	5,330,519	-	-	
VAR210003	SolTrans	ADA Paratransit Operating Subsidy	475,285	475,285	-	-	
VAR210003	Union City	ADA Set-Aside	189,025	189,025	-	-	
VAR210003	VTA	ADA Operating Set-Aside	5,224,040	5,224,040	-	-	
VAR210003	Westcat	ADA Paratransit Operating Subsidy	359,148	359,148	-	-	
			Total Program Set-asides and Commitments	29,399,742	29,399,742	-	-
			Funds Available for Capital Programming	626,639,925	282,642,092	329,005,589	14,992,245
Capital Projects							
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,634,374	1,634,374	-	-	
NEW	AC Transit	Replace (23) 40ft Urban Buses - Diesel	8,223,620	1,270,692	-	6,952,928	
NEW	AC Transit	Construction of Hydrogen Fueling Infrastructure	5,557,743	5,557,743	-	-	
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,896,860	-	1,896,860	-	
NEW	ACE	ACE Railcar Replacement	3,200,000	-	3,200,000	-	
ALA210008	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-	
ALA090065	BART	Fare Collection Equipment	9,562,740	-	9,562,740	-	
ALA190014	BART	Elevator Renovation Program	7,000,000	-	7,000,000	-	
ALA190014	BART	BART – Elevator Modernization (for Vanpool)	3,021,540	3,021,540	-	-	
BRT030004	BART	Train Control Renovation	11,320,000	-	11,320,000	-	
BRT030005	BART	Traction Power System Renovation	14,160,000	-	14,160,000	-	
BRT97100B	BART	Rail,Way, and Structures Program	19,206,000	-	19,206,000	-	
REG090037	BART	Railcar Replacement Program	126,236,167	89,369,064	36,867,103	-	
SM-03006B	Caltrain	Systemwide Track Rehabilitation	11,636,470	-	11,636,470	-	
SM-050041	Caltrain	Comm. System/Signal Rehab.	2,554,400	-	2,554,400	-	
SM-170010	Caltrain	TVM Project	2,080,000	-	2,080,000	-	
NEW	CCCTA	Replace 40ft Diesel Buses - Diesel	18,048,000	17,135,568	-	912,432	
NEW	CCCTA	Electric Bus Charging Infrastructure	1,478,018	1,478,018	-	-	
VAR190006	Fairfield	Operating Assistance	3,550,376	3,550,376	-	-	
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	359,148	359,148	-	-	
MRN990017	GGBHTD	Ferry Dredging	6,366,500	-	6,366,500	-	
MRN030015	GGBHTD	ZEB Infrastructure Design	1,012,172	1,012,172	-	-	
NEW	LAVTA	Replace (4) 40'Buses - Fuel Cell	2,082,357	1,894,450	-	187,907	
NEW	LAVTA	Replace (8) 40' Buses - Hybrid	529,207	529,207	-	-	
VAR190007	MCTD	MCTD: Revenue Vehicle Rehabilitation	484,000	484,000	-	-	
NEW	MCTD	MCTD: Vehicle Replacement - 5 Paratransit Vehicles	412,000	412,000	-	-	
NEW	MCTD	ZEB Charging -- Site Prep	693,184	693,184	-	-	
VAR190007	MCTD	Preventive Maintenance	40,400	40,400	-	-	
REG10003	MTC	Bay Area Vanpool Program	-	-	-	-	
NAP170003	Napa Vine	NVTA- Vine Transit Bus Maintenance Facility	225,046	36,437	-	188,609	
NAP090005	Napa Vine	NVTA ZEB Bus Procurement	1,447	-	-	1,447	
VAR190006	Napa Vine	Napa Vine Operating Assistance	3,416,847	3,416,847	-	-	
NEW	Petaluma	Purchase (2) Replacement Fixed Route Buses - 35' BEB	934,843	934,843	-	-	
NEW	Petaluma	Purchase (3) Replacement Fixed Route Buses - 40' BEB	619,833	481,449	-	138,384	
NEW	SamTrans	Replace 40ft Diesel Buses - Battery	26,616,000	25,771,207	-	844,793	
NEW	SamTrans	Replace Paratransit Vehicles	3,845,520	3,845,520	-	-	

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FY 2021-22 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
NEW	SamTrans	South Base Near-Term Battery Electric Bus (BEB) Charging Infra	2,907,693	2,907,693	-	-
NEW	Santa Rosa	Replace (2) 40' Diesel Buses - Electric	1,774,400	884,693	-	889,707
VAR190006	Santa Rosa	Operating Assistance	1,601,036	1,601,036	-	-
VAR190007	Santa Rosa	Preventive Maintenance	345,274	345,274	-	-
NEW	SFMTA	Facility Development -- Battery Electric Buses	6,312,271	6,312,271	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilit	24,272,000	-	24,272,000	-
SF-090012	SFMTA	Light Rail Vehicle Replacement Procurements	108,635,101	-	108,635,101	-
SF-090035	SFMTA	Paratransit Fleet Replacement Procurements	1,557,360	1,557,360	-	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	17,706,666	17,706,666	-	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	2,293,334	-	2,293,334	-
SF-95037B	SFMTA	Muni Rail Replacement	9,970,560	-	9,970,560	-
SF-970170	SFMTA	Overhead Line Rehabilitation	2,930,000	-	2,930,000	-
SF-99T002	SFMTA	Cable Car Infrastructure	2,483,000	-	2,483,000	-
VAR190007	SMART	Preventive Maintenance	3,963,022	3,963,022	-	-
SOL090034	SolTrans	Bus Replacement Alternative Fuel	2,661,600	2,239,008	-	422,592
SOL090034	SolTrans	SolanoExpress Bus Replacement	310,772	-	-	310,772
VAR190006	SolTrans	Operating Assistance	618,791	618,791	-	-
VAR190007	SolTrans	Preventive Maintenance	1,000,000	1,000,000	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	889,458	686,285	-	203,173
VAR190007	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
NEW	Union City	Electric Vehicle Charging Infrastructure	141,091	141,091	-	-
ALA190029	Union City	Bus Purchases	953,600	953,600	-	-
VAR190006	Vacaville	Operating Assistance	1,300,000	1,300,000	-	-
SOL210004	Vacaville	Electric Bus Fleet	221,978	6,682	-	215,296
NEW	VTA	Hybrid and Electric Bus Replacement 2022	45,598,000	42,337,143	-	3,260,857
SCL050001	VTA	Electric 40' Bus Replacement 2023	1,305	-	-	1,305
NEW	VTA	North 1st Street/Tasman Drive - EB Tack Switch Addition Proj. - T	1,640,000	-	1,640,000	-
NEW	VTA	Network Switch Replacement/Upgrade	3,680,000	-	3,680,000	-
NEW	VTA	Axle Press Replacement	1,736,300	-	1,736,300	-
SCL050002	VTA	Rail Replacement and Rehabilitation	6,876,000	-	6,876,000	-
SCL090044	VTA	OCS Rehab & Replacement Program	13,120,000	-	13,120,000	-
SCL150008	VTA	Track Intrusion Abatement FY22/23	2,227,200	-	2,227,200	-
NEW	Westcat	Revenue Vehicle Replacement	1,641,600	1,641,600	-	-
VAR190007	Westcat	Preventive Maintenance	230,400	230,400	-	-
NEW	WETA	Ferry Vessel Replacement - MV Mare Island	21,157,300	19,958,399	1,198,901	-
REG090054	WETA	Ferry Channel Dredging - Vallejo Ferry Terminal	2,455,920	-	2,455,920	-
REG090057	WETA	Vessel Engine Overhaul - Pyxis Class Vessels	1,810,560	-	1,810,560	-
REG090057	WETA	Waterjet Control System Upgrade - Pyxis Class Vessel	600,000	-	600,000	-
REG090057	WETA	Ferry Mid-Life Refurbishment - MV Gemini	3,590,000	-	3,590,000	-
		Total Capital Projects	603,014,711	272,025,960	316,458,549	14,530,202
		Total Programmed	632,414,453	301,425,702	316,458,549	14,530,202
		Fund Balance	23,625,215	10,616,132	12,547,040	462,043

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FY 2022-23 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
			Projected Apportionments	666,330,759	317,144,789	14,975,117
			Previous Year Carryover	17,516,208	4,508,422	460,746
			Funds Available for Programming	683,846,967	321,653,211	15,435,863
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
ADA Operating Set-Aside						
VAR210003	AC Transit	ADA Paratransit Assistance	6,872,342	6,872,342	-	-
VAR210003	BART	ADA Paratransit Capital Accessibility Improvements	3,439,303	3,439,303	-	-
VAR210003	CCCTA	ADA Paratransit Assistance	1,839,033	1,839,033	-	-
VAR210003	ECCTA	ADA Operating Assistance	859,178	859,178	-	-
VAR210003	LAVTA	ADA Paratransit Operating Subsidy	552,153	552,153	-	-
VAR210003	MCTD	ADA Paratransit Assistance	1,061,738	1,061,738	-	-
VAR210003	Napa Vine	ADA Operating Assistance	514,749	514,749	-	-
VAR210003	Petaluma	ADA Set-Aside	104,136	104,136	-	-
VAR210003	SamTrans	ADA Paratransit Operating Subsidy	2,644,693	2,644,693	-	-
VAR210003	Santa Rosa	ADA Operating Assistance	319,581	319,581	-	-
VAR210003	SFMTA	ADA Paratransit Operating Support	5,443,822	5,443,822	-	-
VAR210003	SolTrans	ADA Paratransit Operating Subsidy	525,607	525,607	-	-
VAR210003	Union City	ADA Set-Aside	193,043	193,043	-	-
VAR210003	VTA	ADA Operating Set-Aside	5,269,739	5,269,739	-	-
VAR210003	Westcat	ADA Paratransit Operating Subsidy	366,782	366,782	-	-
			Total Program Set-asides and Commitments	29,639,117	30,005,899	-
			Funds Available for Capital Programming	654,207,850	291,647,311	15,435,863
Capital Projects						
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,907,830	1,907,830	-	-
NEW	AC Transit	Replace (23) Articulated 60ft Buses - FCB	27,634,500	19,442,829	-	8,191,671
NEW	AC Transit	Rehabilitate Maintenance Bays for ZEBs	5,557,743	5,557,743	-	-
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,594,000	-	1,594,000	-
ALA210008	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-
ALA090065	BART	Fare Collection Equipment	8,860,685	-	8,860,685	-
ALA190014	BART	Elevator Renovation Program	6,200,000	-	6,200,000	-
ALA190014	BART	BART – Elevator Modernization (for Vanpool)	2,000,000	2,000,000	-	-
BRT030004	BART	Train Control Renovation	12,740,685	-	12,740,685	-
BRT030005	BART	Traction Power System Renovation	12,740,685	-	12,740,685	-
BRT97100B	BART	Rail,Way, and Structures Program	20,706,685	-	20,706,685	-
REG090037	BART	Railcar Replacement Program	128,941,273	49,791,482	79,149,791	-
NEW	Caltrain	Caltrain Replacement Railcars	12,800,000	-	12,800,000	-
SM-03006B	Caltrain	Systemwide Track Rehabilitation	10,729,630	-	10,729,630	-
SM-050041	Caltrain	Comm. System/Signal Rehab.	4,468,240	-	4,468,240	-
NEW	CCCTA	Replace 22' Vehicles	1,440,000	1,440,000	-	-
CC-070092	ECCTA	ECCTA: Transit Bus Replacements	1,499,232	566,671	-	932,561
VAR190006	Fairfield	Operating Assistance	1,653,353	1,653,353	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	1,383,282	366,782	1,016,500	-
MRN990017	GGBHTD	Ferry Dredging	5,350,000	-	5,350,000	-
NEW	GGBHTD	Collision Avoidance System	840,000	840,000	-	-
NEW	GGBHTD	Replacement Ferry -- CARB Compliance	4,000,000	4,000,000	-	-
NEW	LAVTA	AVL	332,429	332,429	-	-
NEW	LAVTA	Fareboxes	205,190	205,190	-	-
NEW	LAVTA	Radios	40,128	40,128	-	-
NEW	LAVTA	Replace (4) 40'Buses - Fuel Cell	1,962,443	830,384	-	1,132,059
NEW	LAVTA	Replace (8) 40' Buses - Hybrid	5,097,393	5,097,393	-	-
NEW	LAVTA	LAVTA Bus Bay Rehabilitation	530,159	530,159	-	-
NEW	MCTD	MCTD: Replace 2 Rural Cutaway vehicles	188,800	188,800	-	-
NEW	MCTD	MCTD: Replace 3 Demand Response Cutaways with Vans	252,000	252,000	-	-
NEW	MCTD	MCTD: Replace 4 Demand Response Vans	336,000	336,000	-	-
NEW	MCTD	MCTD: Replace 7 local 35ft Hybrid Vehicles	4,855,200	4,855,200	-	-
NEW	MCTD	MCTD: Replace one(1) Shuttle Vehicle	94,400	94,400	-	-
NEW	MCTD	MCTD: ZEB Charging Site Preparation	693,184	693,184	-	-

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FY 2022-23 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
NEW	MTC	Blue Ribbon: Transit Transformation Plan	1,375,860	1,375,860	-	-
REG10003	MTC	Bay Area Vanpool Program	3,477,459	3,477,459	-	-
NAP090005	Napa Vine	NVTA ZEB Bus Procurement	225,046	27,788	-	195,811
VAR190006	Napa Vine	Napa Vine Operating Assistance	3,444,426	3,444,426	-	-
NEW	Petaluma	Purchase (3) Replacement Fixed Route Buses - 40' BEB	1,054,807	912,233	-	142,574
NEW	Petaluma	Paratransit Replacements	423,200	423,200	-	-
SON170005	Petaluma	Transit Yard and Facility Improvements	106,443	106,443	-	-
NEW	SamTrans	Replace 40ft Diesel Buses - Battery	36,160,000	36,160,000	-	-
SM-210201	SamTrans	SamTrans South Base BEB Charging Infrastructure	2,907,693	2,907,693	-	-
SON090024	Santa Rosa	Preventive Maintenance	1,040,765	1,040,765	-	-
VAR190006	Santa Rosa	Operating Assistance	1,633,056	1,633,056	-	-
NEW	SFMTA	Facility Development -- Battery Electric Buses	6,312,271	6,312,271	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabil	30,071,560	-	30,071,560	-
SF-090012	SFMTA	Light Rail Vehicle Replacement Procurements	115,990,381	48,653,399	67,336,982	-
SF-090035	SFMTA	Paratransit Fleet Replacement Procurements	3,087,000	3,087,000	-	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	10,542,385	10,542,385	-	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	11,666,666	-	11,666,666	-
SF-95037B	SFMTA	Muni Rail Replacement	3,837,000	-	3,837,000	-
SF-970170	SFMTA	Overhead Line Rehabilitation	2,500,000	-	2,500,000	-
SF-99T002	SFMTA	Cable Car Infrastructure	3,247,000	-	3,247,000	-
VAR190007	SMART	Preventive Maintenance	3,997,642	3,997,642	-	-
SOL090034	SolTrans	Bus Replacement Alternative Fuel	1,808,000	1,369,352	-	435,387
SOL090034	SolTrans	SolanoExpress Replacement Buses	2,287,576	1,965,021	-	320,181
VAR190006	SolTrans	Operating Assistance	1,600,000	1,600,000	-	-
VAR190007	SolTrans	Preventive Maintenance	1,001,167	1,001,167	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	932,847	724,067	-	208,780
VAR190007	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
VAR190006	Vacaville	Operating Assistance	1,400,000	1,400,000	-	-
NEW	VTA	Signal Improvements Guadalupe	12,607,300	-	12,607,300	-
NEW	VTA	North Yard Tire Awning	320,000	-	320,000	-
NEW	VTA	Facilities Maint. Equipment Program	1,742,100	1,742,100	-	-
NEW	VTA	Cerone Operations Command and Control Center	2,280,000	-	2,280,000	-
NEW	VTA	Non-Revenue Vehicle Replacements	1,601,009	1,601,009	-	-
NEW	VTA	Transit Center Park and Ride and Bus Stop Rehabilitation	1,600,000	1,600,000	-	-
NEW	VTA	Farebox Upgrades & Equipment Purchase	840,446	840,446	-	-
NEW	VTA	Chaboya Bus Yard Expansion For EVs	4,296,000	4,296,000	-	-
NEW	VTA	Cerone Bus Yard Expansion for EVs	5,112,500	5,112,500	-	-
NEW	VTA	NEW Emergency Operations Center	941,600	941,600	-	-
NEW	VTA	Traction Power Substation Replacement 2023	3,480,000	-	3,480,000	-
SCL050001	VTA	Electric 40' Bus Replacement 2023	26,891,452	23,526,451	-	3,365,001
SCL050002	VTA	Rail Replacement and Rehabilitation	12,133,000	-	12,133,000	-
SCL110099	VTA	Bridge and Structures Repairs FY22/23	192,000	-	192,000	-
SCL150008	VTA	Track Intrusion Abatement FY22/23	407,000	-	407,000	-
SCL190026	VTA	HVAC Replacement Project	404,450	-	404,450	-
REG090057	WETA	Ferry Mid-Life Refurbishment - MV Pisces	3,697,700	-	3,697,700	-
REG090057	WETA	Vessel Engine Injectors Replacement - MV Dorado	117,100	-	117,100	-
REG090057	WETA	Ferry Major Component Rehabilitation - MV Hydrus and MV Cetus	3,601,600	-	3,601,600	-
REG090057	WETA	Vessel Engine Overhaul - MV Carina and MV Peralta	554,800	-	554,800	-
REG090067	WETA	Vallejo Ferry Terminal Reconfiguration	1,198,900	-	1,198,900	-
		Total Capital Projects	616,916,513	275,549,996	336,009,959	14,924,025
		Total Programmed	646,555,630	305,555,895	336,009,959	14,924,025
		Fund Balance	37,291,337	16,097,315	10,747,934	511,838

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FY 2023-24 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
			Projected Apportionments	684,294,742	325,610,252	15,272,181
			Previous Year Carryover	27,357,088	16,097,315	511,838
			Funds Available for Programming	711,651,829	341,707,568	15,784,019
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
Lifeline Set-Aside						
TBD	TBD - Lifeline	TBD - Reserved for future programming	-	-	-	-
ADA Operating Set-Aside						
VAR210003	AC Transit	ADA Paratransit Assistance	7,050,765	7,050,765	-	-
VAR210003	BART	ADA Paratransit Capital Accessibility Improvements	3,542,554	3,542,554	-	-
VAR210003	CCCTA	ADA Paratransit Assistance	1,910,869	1,910,869	-	-
VAR210003	ECCTA	ADA Operating Assistance	892,778	892,778	-	-
VAR210003	LAVTA	ADA Paratransit Operating Subsidy	573,111	573,111	-	-
VAR210003	MCTD	ADA Paratransit Assistance	1,089,304	1,089,304	-	-
VAR210003	Napa Vine	ADA Operating Assistance	463,742	463,742	-	-
VAR210003	Petaluma	ADA Set-Aside	108,296	108,296	-	-
VAR210003	SamTrans	ADA Paratransit Operating Subsidy	2,713,356	2,713,356	-	-
VAR210003	Santa Rosa	ADA Operating Assistance	325,972	325,972	-	-
VAR210003	SFMTA	ADA Paratransit Operating Support	5,585,157	5,585,157	-	-
VAR210003	SolTrans	ADA Paratransit Operating Subsidy	497,987	497,987	-	-
VAR210003	Union City	ADA Set-Aside	198,055	198,055	-	-
VAR210003	VTA	ADA Operating Set-Aside	5,473,567	5,473,567	-	-
VAR210003	Westcat	ADA Paratransit Operating Subsidy	376,305	376,305	-	-
			Total Program Set-asides and Commitments	30,801,818	30,801,818	-
			Funds Available for Capital Programming	680,850,012	310,905,750	15,784,019
Capital Projects						
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,945,987	1,945,987	-	-
NEW	AC Transit	Replace (23) 40ft Urban Buses - Diesel	141,371	141,371	-	-
NEW	AC Transit	Replace (24) Urban Buses - Diesel	10,548,000	2,302,200	-	8,245,800
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,864,590	-	1,864,590	-
ALA210008	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-
ALA090065	BART	Fare Collection Equipment	6,360,000	-	6,360,000	-
ALA190014	BART	Elevator Renovation Program	7,000,000	-	7,000,000	-
BRT030004	BART	Train Control Renovation	10,240,000	-	10,240,000	-
BRT030005	BART	Traction Power System Renovation	10,240,000	-	10,240,000	-
BRT97100B	BART	Rail,Way, and Structures Program	17,406,000	-	17,406,000	-
REG090037	BART	Railcar Replacement Program	10,230,107	-	10,230,107	-
SM-03006B	Caltrain	Systemwide Track Rehabilitation	11,500,000	-	11,500,000	-
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,100,000	-	1,100,000	-
SM-170010	Caltrain	TVM Project	226,231	-	226,231	-
NEW	Caltrain	Caltrain Railcar Replacement Program	17,600,000	-	17,600,000	-
NEW	CCCTA	Replace (10) 30ft Urban Buses	7,616,000	6,640,790	-	975,210
NEW	CCCTA	Replacement Vans	177,600	177,600	-	-
SOL110041	Fairfield	Bus Replacement	330,739	-	-	330,739
VAR190006	Fairfield	Operating Assistance	3,747,245	3,747,245	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	5,726,305	376,305	5,350,000	-
NEW	GGBHTD	Replace Conventional OTR Coaches	10,544,000	10,544,000	-	-
NEW	GGBHTD	Replace Conventional OTR Coaches with ZEBs	2,748,000	2,748,000	-	-
NEW	GGBHTD	Replacement Ferry -- CARB Compliance	12,000,000	11,403,217	596,783	-
NEW	MCTD	MCTD: Vehicle Replacement - 5 Paratransit Vehicles	428,000	428,000	-	-
NEW	MTC	Blue Ribbon: Transit Transformation Plan	12,413,372	12,413,372	-	-
REG10003	MTC	Bay Area Vanpool Program	6,586,592	6,586,592	-	-
REG170022	MTC	Clipper Next Gen Fare Collection System	3,153,905	3,153,905	-	-
NAP090005	Napa Vine	NVTA ZEB Bus Procurement	234,138	31,866	-	202,272
VAR190006	Napa Vine	Napa Vine Operating Assistance	1,841,954	1,841,954	-	-
NEW	Petaluma	Purchase (3) Replacement Fixed Route Buses - 40' BEB	867,160	719,875	-	147,285
NEW	SamTrans	Replace 40ft Diesel Buses - Battery	55,248,000	55,248,000	-	-
NEW	SamTrans	Replace Paratransit Vehicles	2,420,471	2,420,471	-	-
NEW	SamTrans	Replace 35ft Diesel Buses - Battery	3,860,000	3,860,000	-	-
VAR190006	Santa Rosa	Operating Assistance	1,665,717	1,665,717	-	-

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FY 2023-24 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
VAR190007	Santa Rosa	Preventive Maintenance	713,879	713,879	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabil	18,212,000	-	18,212,000	-
SF-090012	SFMTA	Light Rail Vehicle Replacement Procurements	156,516,855	24,090,508	132,426,347	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	23,131,367	23,131,367	-	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	13,082,666	-	13,082,666	-
SF-95037B	SFMTA	Muni Rail Replacement	6,887,000	-	6,887,000	-
SF-970170	SFMTA	Overhead Line Rehabilitation	2,225,000	-	2,225,000	-
SF-99T002	SFMTA	Cable Car Infrastructure	6,000,000	-	6,000,000	-
VAR190007	SMART	Preventive Maintenance	4,078,615	4,078,615	-	-
SOL090034	SolTrans	Bus Replacement Alternative Fuel	3,683,200	3,233,492	-	449,708
VAR190007	SolTrans	Preventive Maintenance	1,085,190	1,085,190	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	977,104	760,178	-	216,926
VAR190007	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
VAR190006	Vacaville	Operating Assistance	1,450,000	1,450,000	-	-
NEW	VTA	Signal Improvements Guadalupe	4,524,670	-	4,524,670	-
SCL050001	VTA	Electric 40' bus replacement 2024	18,768,000	15,285,583	-	3,482,417
SCL050002	VTA	Rail Replacement and Rehabilitation	8,827,200	-	8,827,200	-
SCL110099	VTA	Bridge and Structures Repairs FY24	680,000	-	680,000	-
SCL170005	VTA	Paratransit Fleet Procurement	1,445,547	1,445,547	-	-
SCL090044	VTA	OCS Rehab & Replacement Program	11,400,000	-	11,400,000	-
SCL150008	VTA	Track Intrusion Abatement FY24	1,452,000	-	1,452,000	-
SCL190026	VTA	HVAC Replacement Project	765,560	-	765,560	-
NEW	Westcat	Revenue Vehicle Replacement	1,115,200	1,115,200	-	-
REG090054	WETA	Ferry Channel Dredging - Vallejo Ferry Terminal	2,605,500	-	2,605,500	-
REG090057	WETA	Ferry Major Component Rehabilitation	8,062,400	-	8,062,400	-
REG090057	WETA	Ferry Mid-Life Refurbishment - MV Taurus	3,929,200	-	3,929,200	-
REG090057	WETA	Vessel Engine Injectors Replacement	222,600	-	222,600	-
REG090067	WETA	Passenger Float Rehabilitation - Oakland Ferry Terminal	2,067,000	-	2,067,000	-
Total Capital Projects			544,625,944	207,492,733	323,082,854	14,050,356
Programmatic Set-Asides						
TBD	TBD	Fixed Guideway Cap Increase	22,719,410	-	22,719,410	-
TBD	TBD	Zero Emission Bus Facilities Program	23,501,770	23,501,770	-	-
Total Programmed			621,648,941	261,796,321	345,802,264	14,050,356
Fund Balance			90,002,888	79,911,247	8,357,979	1,733,662

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Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0580 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

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

On agenda: 6/14/2023 **Final action:**

Title: MTC Resolution No. 4320, Revised. Clipper® START Pilot Update and Extension

Results of the evaluation for the Clipper® START means-based transit fare discount program pilot and recommended extension of the pilot program until June 30, 2025.

Sponsors:

Indexes:

Code sections:

- Attachments:** [3a 23-0580 MTC Resolution 4320 Clipper START Pilot Update Extension.pdf](#)
[3a 23-0580 Attachment A PowerPoint Presentation.pdf](#)
[3a 23-0580 Attachment B MTC Resolution 4320.pdf](#)
[3a 23-0580 Attachment C Clipper START Pilot Key Findings.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4320, Revised. Clipper® START Pilot Update and Extension

Results of the evaluation for the Clipper® START means-based transit fare discount program pilot and recommended extension of the pilot program until June 30, 2025.

Presenter:

Melanie Choy and Judis Santos

Recommended Action:

Committee Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 14, 2023

Agenda Item 3a - 23-0580

**MTC Resolution No. 4320, Revised
Clipper® START Pilot Update and Extension**

Subject:

Results of the evaluation for the Clipper® START means-based transit fare discount program pilot and recommended extension of the pilot program until June 30, 2025.

Background:

MTC together with transit operators and community partners are working to build a simpler regional transit fare system that supports the financially burdened rider, by removing fare-related barriers to using public transit experienced by people earning lower incomes. These barriers were assessed in MTC's 2016 Regional Means-Based Transit Fare Pricing Study that led to the 2018 Regional Means-Based Transit Fare Pilot Program Framework (MTC Resolution 4320). The Framework defined the policy and operational parameters of the Pilot (later branded as Clipper® START) to address affordability for residents earning a lower income. The Framework includes the following key elements:

- The program is open to Bay Area transit operators participating in the Clipper® system.
 - Participation is voluntary for any eligible operator.
 - Operators agree to offer a minimum discount of 20% per trip off the adult fare (in addition to any existing Clipper® discounts).
- MTC will contribute a portion of the full undiscounted fare to operators to subsidize any discounts offered, and make available funding from State Transit Assistance, the Low Carbon Transit Operations Program, and a one-time commitment through the Coronavirus Aid, Relief, and Economic Security (CARES) Act.
- Eligible individuals include all adults earning at or less than 200% of the Federal Poverty Level (FPL).
- An evaluation of the Pilot is to be conducted.

Participating transit agencies in 2018 included four operators: Bay Area Rapid Transit, Caltrain, Golden Gate Bridge, Highway and Transportation District, and the San Francisco Municipal

Transportation Agency. Clipper® START was launched in July 2020 at the start of the COVID-19 pandemic in the midst of public health lockdowns. MTC leadership remained committed to continuing the Pilot to serve essential workers/riders and to learn who was benefiting from the program through this lifeline service. An additional 17 transit operators joined the program in August 2020, bringing the number of Clipper® START operators to 21 (out of 22 Clipper® system transit agencies). For the extension of the pilot program being proposed today, the Santa Clara Valley Transportation Authority (SCVTA) has also agreed to join the program (discount to be activated January 2024). The activation of SCVTA into the program results in all Clipper® system transit agencies participating and moves us towards a more comprehensive and cohesive regional means-based fare discount program.

Measuring Success during the Covid-19 Pandemic

Findings and key lessons from the first two years of the Pilot are provided in the “Summary Brief” in Attachment C. Details of the results by transit operator are available through the Draft Technical Report which can be found on MTC’s website at: <http://www.mtc.ca.gov>.

- The four project implementation outcomes are: awareness and marketing, customer experience, financial viability, administrative feasibility; and the two rider impact outcomes are affordability and access/mobility. Defining a target metric for each outcome proved to be challenging, because of the unprecedented impacts of COVID-19. Additionally, understanding where the barriers persist and where they were alleviated became more valuable in revealing how and where best to design/re-design, and course-correct to become more impactful.
- The evaluation revealed that the Pilot met its original goals of making transit more affordable for transit-reliant individuals earning a lower income, developing implementation options that are financially viable and administratively feasible, and moving towards a more consistent regional standard fare discount.
- Findings also illuminated that to achieve optimal success, multiple policy and operational strategies need to be assessed and potentially piloted concurrently to substantially increase the program participation rate and improve customer experience with easier application requirements. A sample of potential strategies include assessing auto-

enrollment, fare capping, and an increase of the eligibility threshold to a level above 200% of FPL. Immediate actions include examining and redesigning the marketing and outreach strategy based on customer communication preferences.

Request to Extend Pilot

The Pilot is set to end on June 30, 2023. Staff are requesting to extend the pilot to increase program uptake, address persistent barriers identified in the evaluation, and implement new policies based on feedback from stakeholders before a move to permanency. Extending the pilot based on the experience of the last three years would:

- Allow time to grow program uptake, test strategies identified in the evaluation, and work with transit operators in defining uptake targets within their service area.
- Coincide with the timing of the next-generation Clipper® system, scheduled for rollout in 2025, which increases the policy and design options for implementing program changes (i.e., fare cap/accumulator strategy).
- Allow time for SCVTA to join the program to achieve 100% regional participation.
- Engage with operators to address risks associated with offering a 50% discount across all participating transit systems, thereby providing a greater and consistent discount to program participants.

The following modifications are proposed to the current Pilot Framework (MTC Reso. 4320):

- Extend the pilot to June 30, 2025
- Update the subsidy approach for the remaining term of the pilot, providing operating assistance payments as a one-time lump sum payment at the beginning of the pilot term, rather than as ongoing reimbursements.

Staff projects that there are sufficient funds for a 24-month extension of subsidies and program administration expenditures. Staff from all participating transit agencies support this extension.

Next Steps:

Staff recommends extending the Clipper® START pilot for an additional 24 months, with the proposed modifications to the current framework, to June 30, 2025. If approved, staff will need

to extend the contracts of the eligibility verifier in the near term, as well as refine and enhance the marketing and outreach strategy. Staff will further develop strategies from the evaluation (i.e., auto-enrollment, increasing the income eligibility threshold above 200% FPL) and return to the Commission at a future date with proposed recommendations for implementation based on engagement and alignment with the Pilot's goals. Staff will also work with participating transit agencies to secure Board approvals to extend their participation in the pilot, as well as comply with Title VI requirements, if applicable.

Issues:

While there is conceptual agreement between MTC and agency staff to extend the pilot by an additional 24-months, each agency's participation is subject to their respective government board approval and other formal actions, such as any required federal Title VI evaluation.

Recommendation:

Staff recommends referral of MTC Resolution 4320, Revised, to the Commission for approval. Staff will return to this Committee at a future date with proposed recommendations to advance strategies to increase program uptake, improve customer experience, and decrease program costs.

Attachments:

- Attachment A: PowerPoint Presentation
- Attachment B: MTC Resolution No. 4320, Revised
- Attachment C: Summary Brief of "Clipper® START Pilot: Key Findings and Lessons (July 2020 – July 2022)"



Andrew B. Fremier

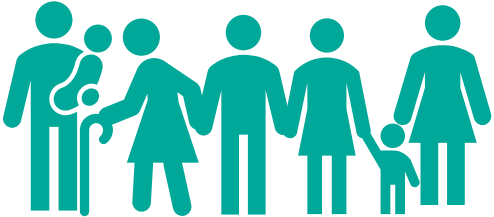


The Evolution of the Clipper START Pilot: Two-Year Findings and Recommendations

CLIPPER. **START.** ▶▶▶

Presented to: Programming and Allocations
Committee
June 14, 2023

CLIPPER START ADDRESSES THE SYSTEMIC CHALLENGES IN THE REGION



CLIPPER START Discounted Fares

Societal Inequities



Barriers to Transit Access



A large teal circle containing several smaller icons: a shopping cart, a document with a pencil, a house, a person walking, a bicycle, a bus, and a car. Below these icons is a hand holding several coins, with a dollar sign next to it, representing financial challenges.

Affordability



THE CLIPPER START PILOT

- 3-year pilot on regional means-based per-ride transit fare discount
 - Eligibility = Age 19-64, < 200% of Federal Poverty Level for household income
- Goals:
 - Make transit **more affordable** to individuals earning low-income
 - Develop implementation options that are **financially viable and administratively feasible**
 - Move towards a more **consistent regional standard** for fare discounts

20% DISCOUNT (14)*



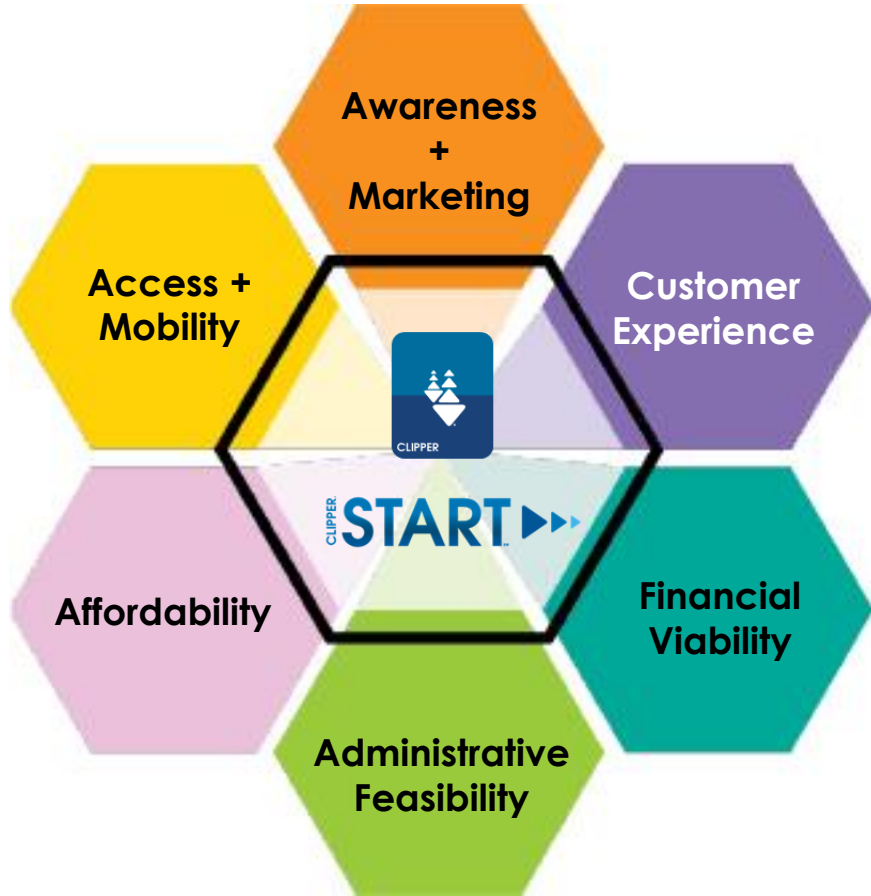
50% DISCOUNT (7)*



* As of June 2023, many transit agencies are considering offering a 50% discount, pending Board approvals. VTA is also discussing plans to join Clipper START.

DEFINING & MEASURING THE PILOT

Evaluation Framework



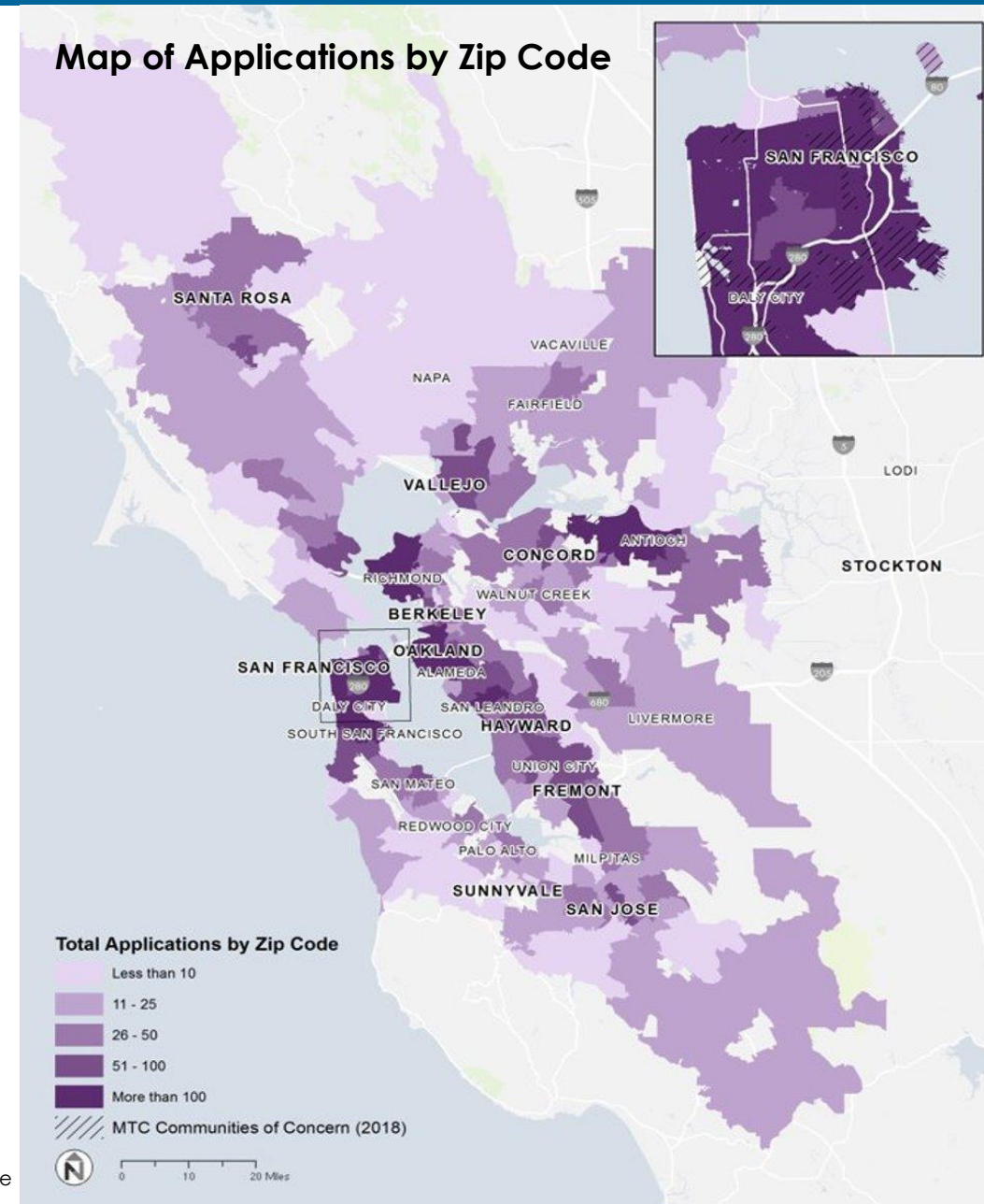
Key Pilot Statistics

Outputs	July 2020- July 2022	To March 2023
Applications Submitted	15,000	21,500
Program Enrollees	13,000	19,000
Active Program Users	9,800	13,800
Number of Trips	1.1 million	1.8 million
Number of Transfers	249,333	430,000

KEY LEARNINGS

- Program is **reaching critical populations**
 - People with household incomes less than \$20K (57%), women (59%), and people identifying as Asian or Hispanic (62%) are the majority of enrollees
- **Increased mobility:** Most riders are taking more trips
 - Average participant trip frequency is up to 5.6 trips per week
- **Increased affordability:** Trip rate higher than application rate for those HH income between \$5,000 - \$30,000
- Uptake, Uptake, Uptake
 - Multiple strategies to increase program participation
 - Opportunities for all...

Sources: Clipper START Focus Groups, Application Survey Data and Clipper Data Store



STRATEGIES FROM THE EVALUATION

MTC Staff Assessment

Strategies and Staff Response

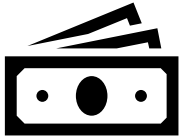
	ACCEPT: Supports project goals and aligns with agency priorities.	REJECT: Does not align with project goal(s).	ASSESS: Define and measure options, listen and learn about feasibility, benefits and risks. Develop scope and timeline for assessment.
Auto-Enroll			✓
Self-Verification			✓
Increase Income Eligibility			✓
Consistent Discount	✓		
Fare cap/Accumulator			✓
Customer-focused, collective approach (Engagement, Education, Equity Partnerships)	✓		
Marketing strategy and materials review	✓		

PROPOSED RECOMMENDATION: CLIPPER START FRAMEWORK

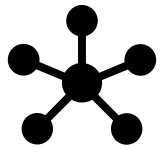
Original Framework: Res. 4320



Transit Agency Participation – Voluntary



Two Discount Options: 20% or 50%



Centrally Administered on Clipper



Participant Eligibility: At/below 200% Federal Poverty Level



Discount applied to single per trip fare

Proposed Changes:



Extend the Pilot program through June 30, 2025.



Revise Subsidy approach. Upfront one-time payment covering two years of Pilot extension.



Title VI remains transit agency responsibility. MTC in a support role.

Current State of MTC Funding Contributions

- Quarterly reimbursement payments to operators
- Funded through LCTOP and STA funds
- Funds administrative and fare subsidy costs



\$0.7 million

Projected reimbursements by June 2023



\$1 million/yr.

Administrative Cost

Proposed Fare Subsidy Approach

- One-time upfront payment covering 2 years of the Pilot Extension
- Goals:
 - Incentivize participation and consistency
 - Minimize financial risk for operators and processing of reimbursements
- Baseline Funding Distribution formula
 - Up to half of the 50% discount eligible for reimbursement
 - Funding credit for early adopters of the 50% discount
 - Guaranteed minimum (\$15,000)
 - Estimated percentage (0-25%) for anticipated increased usage
 - Buffer to offset any underestimations ⁸

DISCUSSION AND SUMMARY

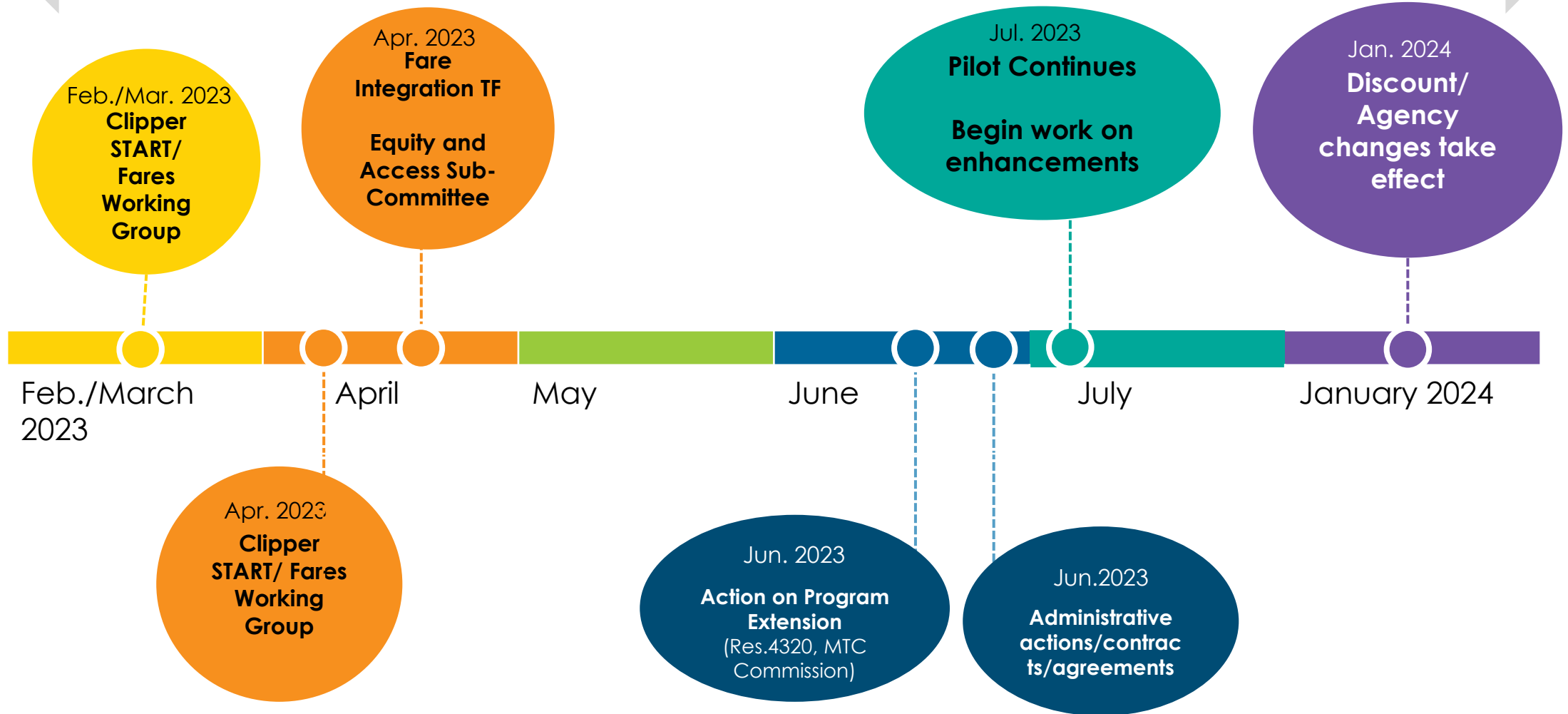
Recommendations:

- 1) Extend Pilot Program for an additional 2 years (until June 30, 2025)

- 2) During the 2-year extension
 - Implement, in partnership with transit operators, marketing/outreach/engagement strategies to increase program usage
 - Assess strategies to simplify and potentially expand access to the benefit
 - Innovate and deploy different strategies to increase reach and remove barriers - make it easier to participate in the Pilot that meets program goals.

- 3) Fare Subsidy Modifications
 - 1) Support the approach of a one-time estimated payment with minimum guarantees. MTC and Transit Operator staff to finalize formula and amounts by Summer 2023.

Complementary Transit Agency Board Actions



NEXT STEPS

Date: May 23, 2018
W.I.: 1311
Referred by: PAC
Revised: 08/26/2020-C
06/23/2021-C
06/28/2023-C

ABSTRACT

MTC Resolution No. 4320, Revised

This resolution approves the Regional Means-Based Fare Program Framework, a regional low-income discount fare program for eligible transit riders.

On August 26, 2020, Attachment A was revised to expand the Regional Means-Based Transit Fare Pilot to additional eligible transit operators.

On June 23, 2021, Attachment A was revised to extend the pilot period of Clipper START until June 30, 2023.

On June 28, 2023, Attachment A was revised to make general updates and extend the pilot period of Clipper START until June 30, 2025.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheet dated May 9, 2018 and Executive Director Memorandum dated May 16, 2018, August 12, 2020, June 9, 2021, and June 14, 2023.

Date: May 23, 2018
W.I.: 1311
Referred by: PAC

RE: Regional Means-Based Program Framework

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4320

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, transit affordability has been highlighted as a regional issue in MTC's Coordinated Plan, Plan Bay Area and other plans;

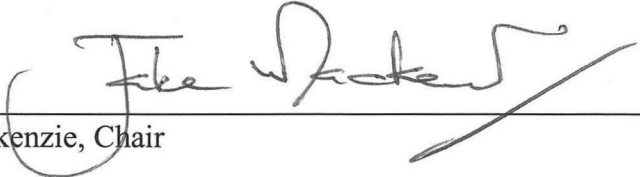
WHEREAS, MTC has conducted the Regional Means-Based Fare Pricing Study;

WHEREAS, the MTC recommends adopting a regional framework for the program, with participating operators, funding guidelines, and program conditions, as shown in Attachment A;

RESOLVED, that MTC approves Regional Means Based Fare Program Framework, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC may annually allocate regional funds to support the Regional Means Based Fare Program per the respective funding program guidelines.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on May 23, 2018.

Date: May 23, 2018
W.I.: 1311
Referred by: PAC
Revised: 08/26/20-C
06/23/2021-C
06/28/2023-C

Attachment A
Resolution No. 4320, Revised
Page 1 of 2

Regional Means Based Transit Fare Pilot (Clipper START) Program Framework

Participating Agencies

Transit Agency participation in the Clipper START is voluntary. The pilot program was initially rolled out in July 2020, with an initial group of four transit agencies:

1. Bay Area Rapid Transit (BART)
2. Caltrain
3. Golden Gate Bridge, Highway and Transportation District (GGBHTD)
4. San Francisco Municipal Transportation Agency (SFMTA)

By January 2021, seventeen additional operators joined the pilot program, bringing the total to agencies participating in the pilot to 21.

Means-based Discount

A minimum 20% or 50% per trip discount off the adult fare (in addition to any existing Clipper® discounts) will be offered to eligible persons

Eligibility

Adults earning less than 200% Federal Poverty Level (FPL)

Funding

Funding Sources and Program Administration Funding:

- MTC to make available an estimated \$11 million in funding per year (subject to annual allocation action by MTC and fluctuations in annual revenues), which would be used for fare subsidies, with administrative costs funded first. This is funded by State Transit Assistance population-based funds (approximately \$8 million per year) and Low Carbon Transit Operations Program (LCTOP) population-based funds (approximately \$3 million per year). Funding from these programs is approved through MTC Resolution Nos. 4321, 4130, and 4420.
- A one-time commitment of \$5 million through the Coronavirus Aid, Relief, and Economic Security (CARES) Act was approved on July 22, 2020 to support the addition of 17 operators to the program. Funding from this program is approved through MTC Resolution No. 4420.

Participant Discount Subsidy:

Funding is being made available to subsidize fares up to 25% during the pilot period. Participating operators are to cover the remainder of the discount or any additional revenue losses from other sources.

Implementation

- Program will be a five year (60-month) pilot. *(The initial pilot period was established at 18 months. On June 23, 2021, the pilot was extended by an additional 18 months to June 30, 2023. On June 28, 2023, the pilot was extended by an additional 24 months to June 30, 2025.)*
- Program to be implemented on Clipper through a discount coupon approach.
- Program will be centrally administered on behalf of all participating agencies.
- Program will be evaluated for continual improvements and is subject to revision based on financial sustainability, efficiency, and effectiveness.

Timing of transit operator launch is contingent on Clipper system capabilities and appropriate transit operator Board approvals.

Conditions

- Operators to conduct Title VI analysis per Federal Transit Administration (FTA) as required.
- The formula for distributing regional funds to transit operators will be based on actual trips taken and is subject to refinement based on the rider participation rates and amount of regional funding available.
- SFMTA can continue, expand, or eliminate its current Lifeline monthly program; however, the regional funding will only be used to compensate for participation in the new regional program. Other operators with existing low-income rider discount programs, who are not participating in the regional program, would not be eligible for regional Means-Based Fare Program funding.



MTC Regional Means-Based Transit
Fare Pilot Program (Clipper[®] STARTSM)

**Key Findings and Lessons from
the First Two Years of the Pilot
(July 2020 - July 2022)**

May 2023



METROPOLITAN
TRANSPORTATION
COMMISSION

N NELSON
NYGAARD



raimi+
associates

JACOBS[®]

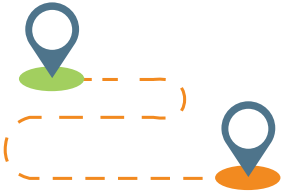
Twenty One Transit Agencies Participating in Clipper START





Key Accomplishments of the Pilot Program

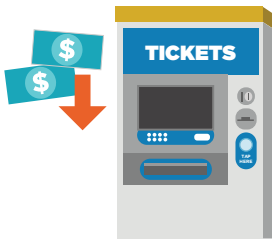
Baseline program accomplishments, so far...



Improved regional access to transit for residents earning a low income



Increased number of trips, despite being launched during the Covid-19 pandemic



Regional learning model for equity-centered, income-based fares and mobility policies, programs, and practices



Demonstrated success in reducing the burden of transportation costs on household budgets



Improved transit access and affordability for women and women of color



This document provides an overview of the results of the first two years of the Clipper® STARTSM Pilot Program.

PROGRAM INTRODUCTION

Between July 2020 and January 2021, MTC launched a 3-year regional means-based per-ride transit fare discount pilot on 21 of the San Francisco Bay Area transit agencies. Adults are eligible for discounts if they earn less than 200% of the Federal Poverty Level of household income. Eligible riders can access single-ride fare discounts of either 20% or 50%, depending on the operator.

20%

DISCOUNT

AC Transit
BART
County Connection
FAST
Napa VINE
Petaluma Transit
Santa Rosa CityBus
SolTrans
Sonoma County Transit
Tri Delta Transit
Union City Transit
Vacaville City Coach
WestCAT
Wheels

50%

DISCOUNT

Caltrain
Golden Gate Transit and Ferry
Marin Transit
Muni
SamTrans
San Francisco Bay Ferry
SMART

The Clipper® STARTSM Pilot Program is a direct result of Metropolitan Transportation Commission's (MTC) equity and access policy initiatives (e.g., Lifeline Transportation Program, Coordinated Human Services Plan, Plan Bay Area) and a 2015 3-year "Regional Means-Based Transit Fare Pricing Study". The pilot is funded by State Transit Assistance, Cap and Trade, and the one-time programming of fixed funds from the Corona-virus Aid, Relief, and Economic Security (CARES) Act.

PROGRAM GOALS

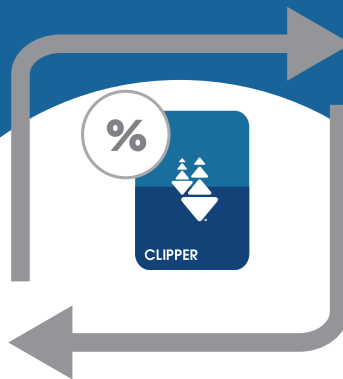
The Clipper® STARTSM program aims to address the systemic challenges in the region with the goals of:



Making transit more affordable for transit-reliant individuals earning low-income



Developing implementation options that are financially viable and administratively feasible

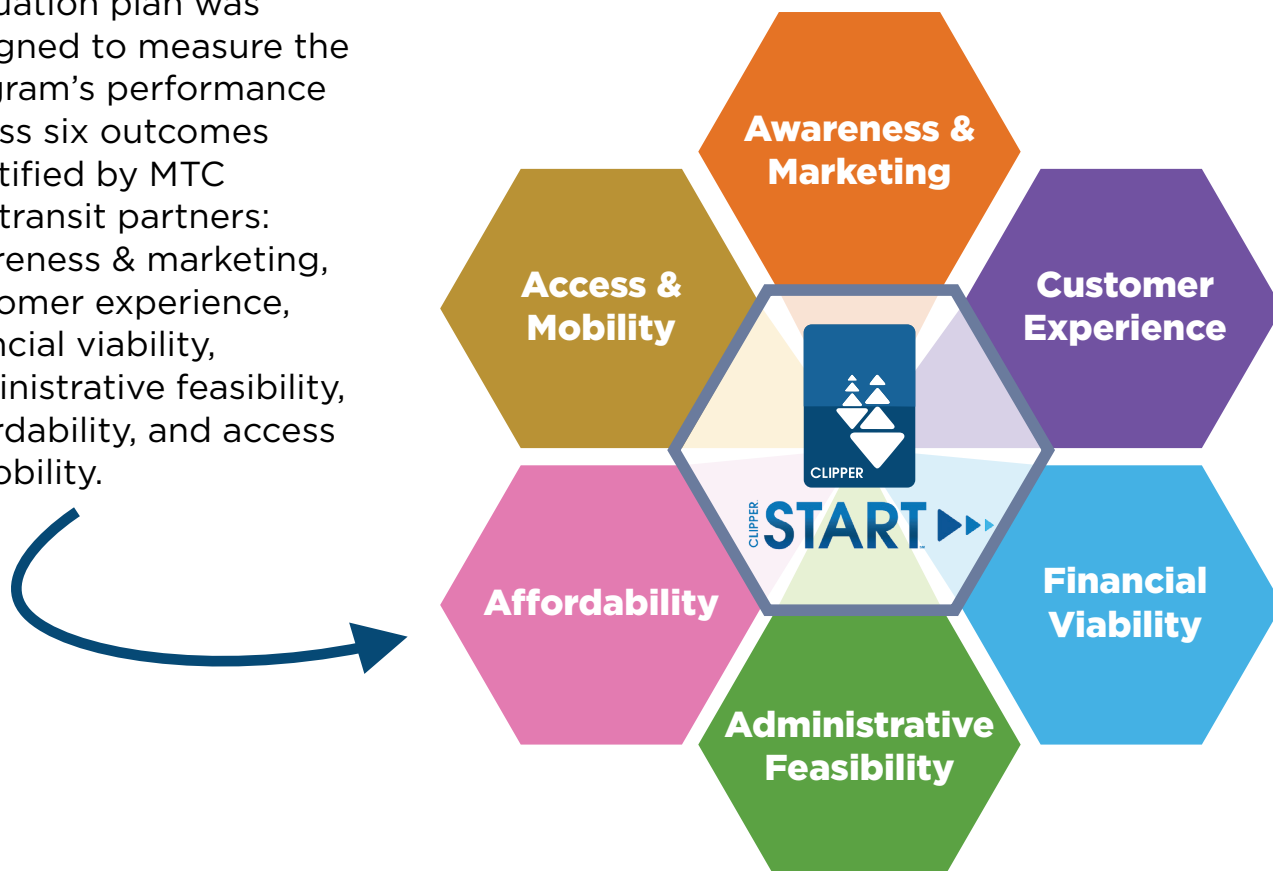


Moving towards a more consistent regional standard for fare discounts

EVALUATION OVERVIEW

To learn from, assess, and analyze the success of the program, an evaluation plan was designed to measure the program's performance across six outcomes identified by MTC and transit partners: awareness & marketing, customer experience, financial viability, administrative feasibility, affordability, and access & mobility.

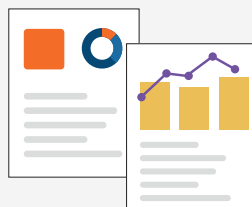
Clipper® STARTSM Pilot Program Identified Outcomes



The research goals of the evaluation are to:



Better understand and respond to issues of Affordability, economic mobility, and equity within the region



Build evidence about what works to reduce poverty and improve mobility so the region can allocate resources effectively and efficiently



Apply data, technology, and product design to facilitate more holistic, equitable, and effective service delivery

EVALUATION RESULTS

The key findings from the first two years of the pilot (July 2020-July 2022) are presented across the six program outcomes. The metrics in this report summarize key findings identified through analysis of program applications, Clipper® Data Store trip data, marketing impressions, regional transit ridership, administrative data from MTC, program outreach to community based organizations and social service agencies, surveys about enrollees' experience and public general program awareness, interviews with participating transit operators, and multilingual focus groups with enrollees conducted throughout the pilot.

Summary of 2 Year Findings



15,000

Applications
Submitted



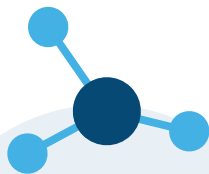
13,000

Program
Enrollees



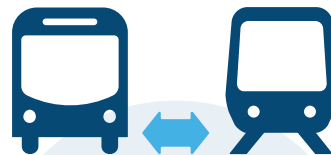
9,800

Active
Program
Users



1.1 million

Number of
Trips



250,000

Number of
Transfers

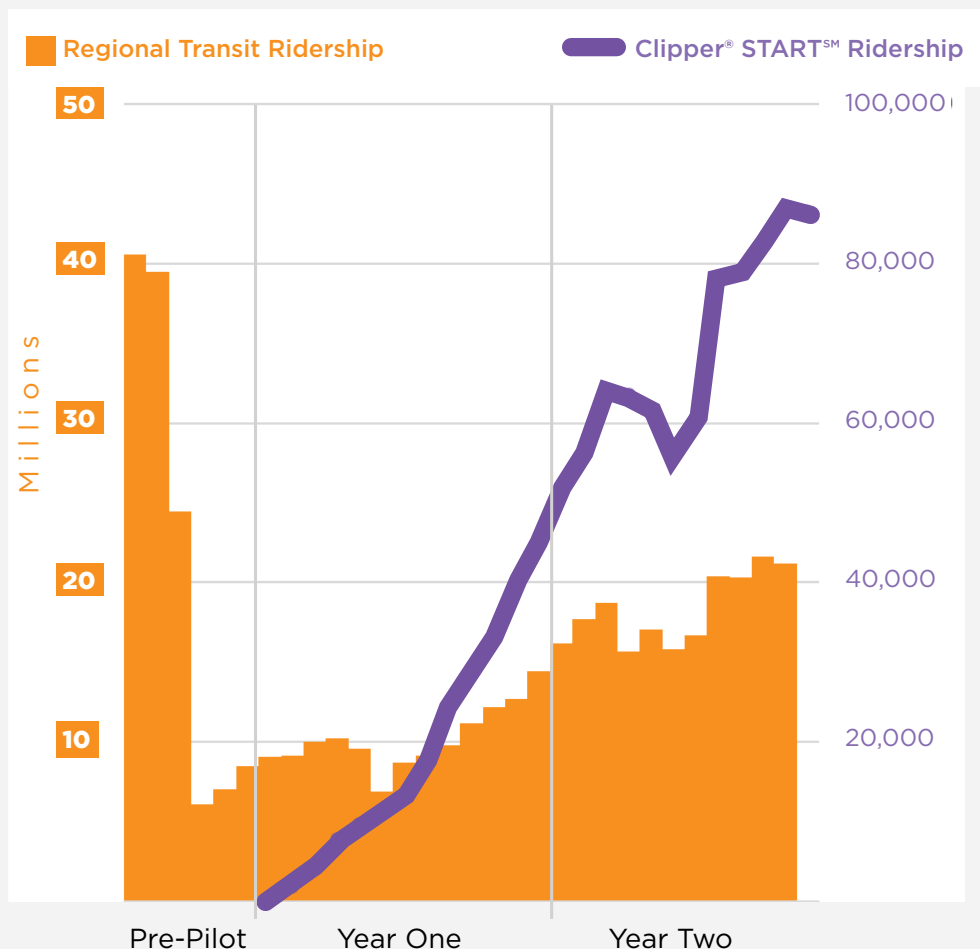
Source: Clipper® START™ Application Survey, Clipper® Data Store, National Transit Database, MTC Lifeline Program
*Program uptake was calculated by comparing program applications by transit agency used to the estimated number of unique transit riders for each transit agency. Unique transit riders were estimated using transit ridership between July 2020 and July 2021, percentage of low-income ridership by agency, and the assumption that each rider takes 520 trips per year (10 trips per week).

Measuring Success During COVID-19 Pandemic

Given the launch of the Clipper® STARTSM Pilot Program during the COVID-19 pandemic, the Year 1 results of the pilot should not be separated from the fact that the region saw significant reductions in travel, including among transit trips. Following public health travel restrictions, the region's transit agencies cut service and transit ridership dropped by 85% between February and April 2020. Of the 15% of riders that continued using the agencies, it is likely that many were performing essential work services and/or had no other means of transportation.

By the end of the first year of the pilot, regional ridership was down 65% from July 2019 to July 2021. Clipper® STARTSM ridership, however, has increased at a faster rate than ridership recovery in the Bay Area. Launching Clipper® STARTSM during the pandemic highlighted the critical role transit plays for many Bay Area residents. The results in this report highlight the importance of the program on equity, economics, accessibility, and mobility—truly providing a lifeline for essential riders during the pandemic. Considering the service reductions and the reduced ridership, the impacts of COVID-19 are expected to have affected the outcomes presented in this report.

Regional Transit Ridership vs. Clipper® STARTSM Ridership



Source: MTC transit ridership data and Clipper® Data Store

OUTCOME 1

AWARENESS & MARKETING

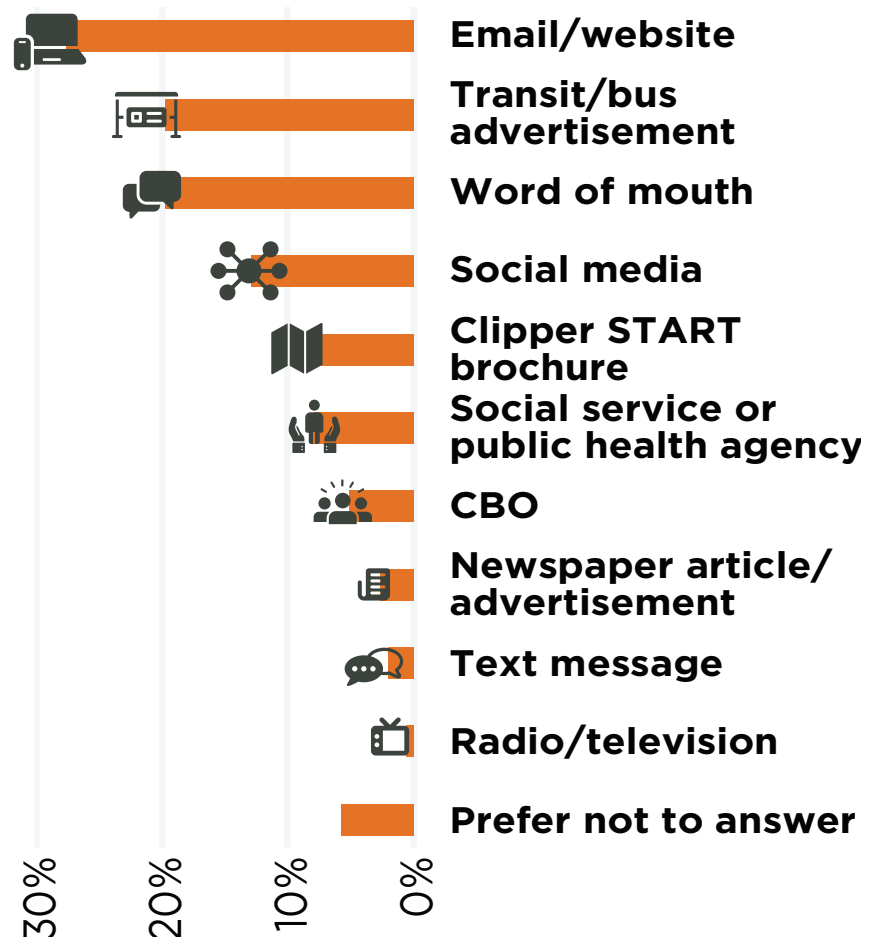
How effective was the outreach program in reaching eligible riders?

MTC developed and implemented a multilingual marketing campaign for the Clipper® STARTSM program throughout the Bay Area. The campaign was distributed through partnerships with the transit agencies, community-based organizations, and social service agencies across multiple mediums (e.g., website, social media, transit, newspaper, radio, TV, email). Project materials included information about the program and how to enroll.

KEY FINDINGS

- More outreach than expected was needed.
- A multi-pronged approach to marketing was important—focusing on users by demographic audience and cultural preference—because people learned about the program in different ways over time.

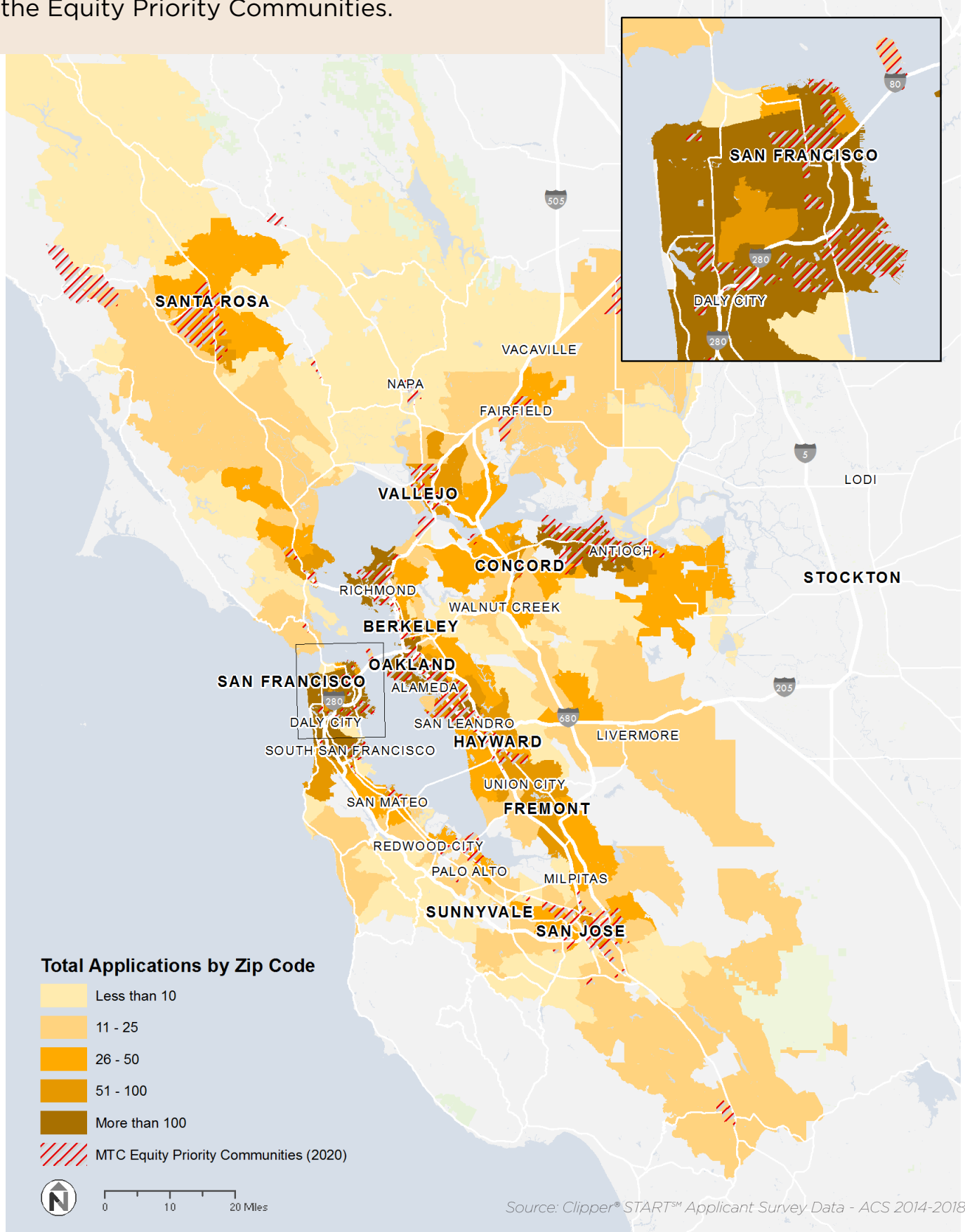
Completed Applications by How Applicant Learned About Program (n = 14,844)



Source: Clipper® STARTSM Applicant Survey Data

KEY FINDING

The program has concentrated enrollment rates in the Equity Priority Communities.



Public General Awareness Survey

(n = 6,720)

KEY FINDING

- Almost 3/4s of the respondents who previously didn't know about the Clipper® STARTSM program say they would like to apply.



Completed Applications by Household Income, Gender, and Race/Ethnicity

(n = 6,720)



have household income less than \$20K



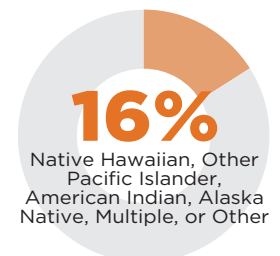
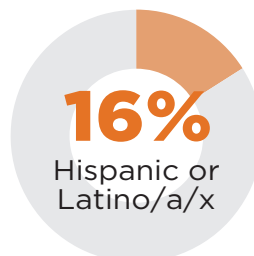
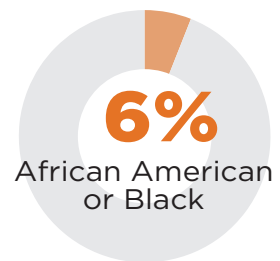
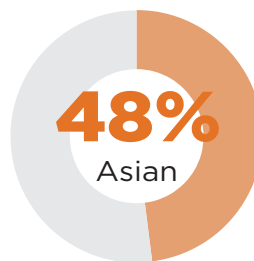
women

KEY FINDING

- The majority of program applicants overwhelmingly represent the critical populations for which the program was designed.



BIPOC
(Black, Indigenous, People of Color)



Source: Clipper® STARTSM Applicant Survey Data

OUTCOME 2

CUSTOMER EXPERIENCE

How easy was it to get the benefit?

Making the application process simple and clear is an important goal of the program. A burdensome and complex application experience was identified as a potential barrier to enrollment due to the impact it would have on enrollee's time.

KEY FINDINGS

- Applicants felt that the ease of applying is high, with over 72% of applicants reporting that the process was easy or very easy.
- Surveyed Clipper® STARTSM riders and potential participants expressed a desire for more Clipper® STARTSM options when purchasing passes, such as the option to get discounted monthly passes and fare capping/accumulator passes.

Applicant Perception of Ease of Filling out Application (n = 6,720)



Source: Clipper® STARTSM Applicant Survey Data

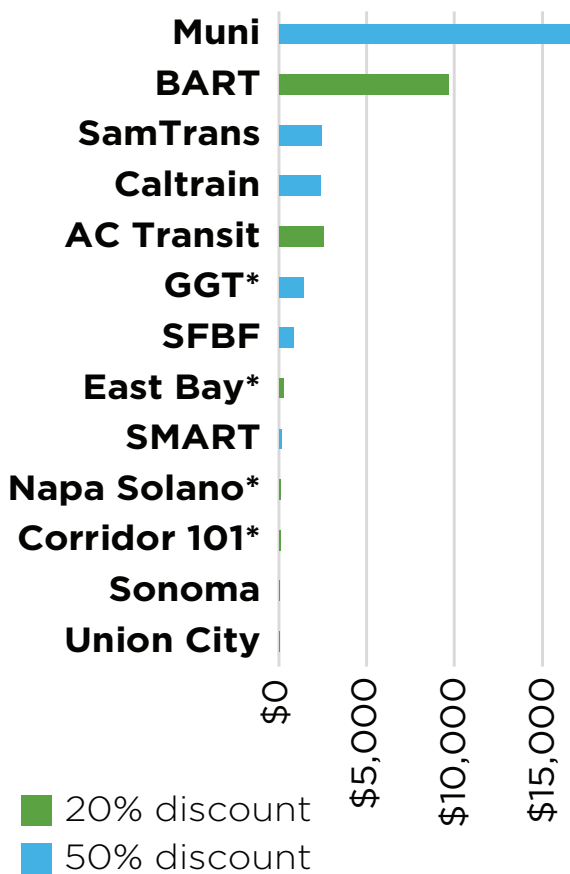
OUTCOME 3

FINANCIAL VIABILITY

What are the financial impacts of Clipper® STARTSM to MTC and transit operators?

MTC Resolutions established the financial structure of the Pilot, which is funded through a mix of regional funds administered by MTC. MTC is subsidizing 10% of full fare and reimburses transit operator revenue up to another 10% during the Pilot. Participating operators are responsible for the remainder of the discount or any additional revenue losses from other sources. The foregone revenue per transit operator varies by the number of trips taken, with agencies experiencing higher trip rates such as SF Muni and BART incurring greater revenue impacts.

Average Monthly Foregone Revenue by Agency



KEY FINDINGS

- Revenue impact from the 2 year pilot represents less than 1% of overall operator revenue.
- MTC provided just over \$300,000 in fare discount reimbursements across all participating operators.
- Participating transit agencies contributed about \$1,169,000 in discounted fares—or foregone fare revenue—after MTC reimbursements.

Source: MTC program reimbursement data

East Bay includes County Connection, LAVTA (Wheels), Tri Delta Transit, and WestCAT. *Napa Solano* includes FAST, Napa VINE, SolTrans, and Vacaville City Coach. Golden Gate Transit (GGT) includes Marin Transit. *Corridor 101* includes Petaluma Transit and Santa Rosa City Bus.

OUTCOME 4

ADMINISTRATIVE FEASIBILITY

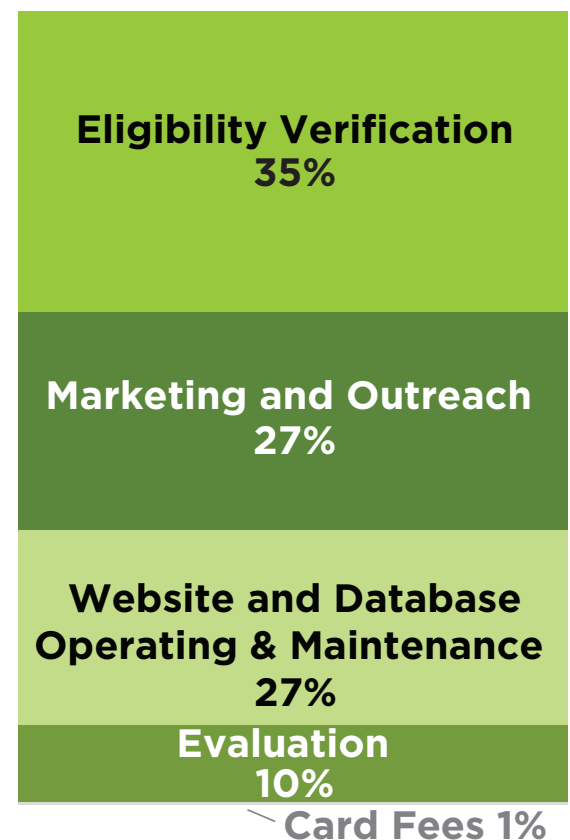
Can the program be efficiently administered w/the current model of 3rd party eligibility verifier, web portal tool, and transit and social service agencies?

The development and implementation of the Clipper® STARTSM program involved teams across multiple programs at MTC including Electronic Payment Services, Technology Systems, and Funding Policy and Programs, with input from Legal, Finance, and Legislation and Public Affairs. It also involved external partners such as the twenty-one transit operators participating in Clipper® STARTSM, the community-based organizations and human/social service agencies assisting with promotion and enrollment, and companies assisting with technology, marketing, and evaluation. MTC funded \$5 million in one-time start-up costs and on-going program administrative costs of up to \$3 million.

KEY FINDINGS

- The pilot operated smoothly over the two year period, despite the complexity of implementation during a pandemic.
- Overall two-year administrative costs were approximately \$2.1 million, which included accounting, invoicing and coordination with transit operators.
- Eligibility verification continues to be the largest administrative cost for the program.
- Customized, evidence-based marketing and outreach strategies are necessary to reach demographics that are historically underrepresented.

MTC Administrative Costs



Source: MTC program administration data

OUTCOME 5

AFFORDABILITY

To what degree does the program lower the cost of transportation for participants?

Because of the nature of the fare discount, the program is expected to reduce transit costs for program participants. The fare discount for each trip varies based on the discount provided by each operator (e.g., 20%, 50%).

KEY FINDINGS

- The average fare discount was \$1.20 per trip, which enabled riders to take more transit trips without increasing their spending on transportation.
- Focus group and end point survey participants shared that the program has resulted in cost savings and improved affordability of transit.

"I have been able to rely solely on Bay Area public transportation to get to school and work! I rarely drive which is better for the environment and has helped me tremendously. I am extremely grateful for Clipper® STARTSM."



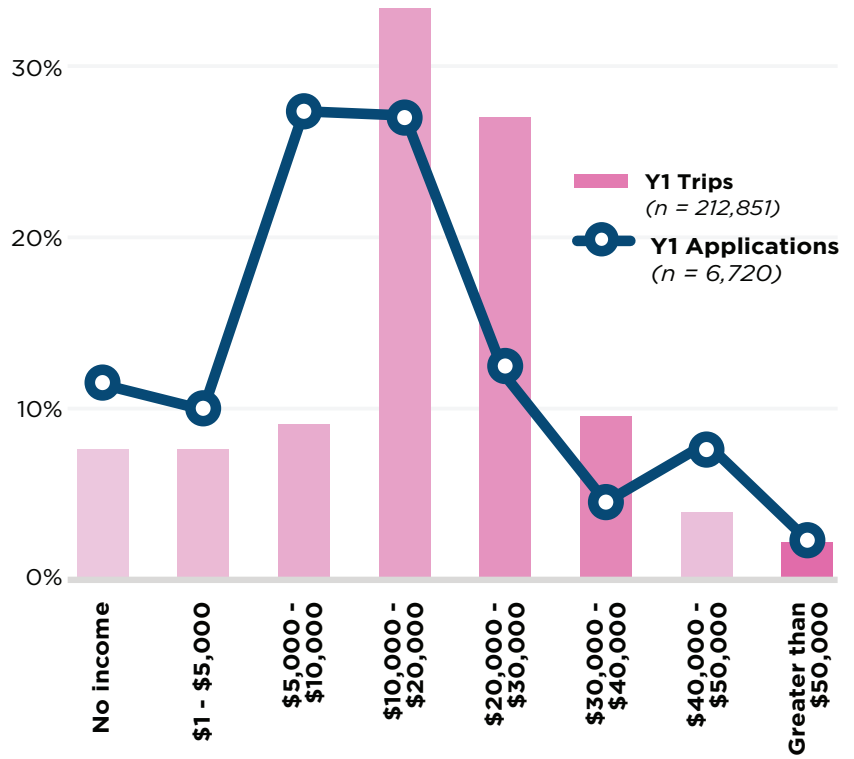
*"I used to have to walk everywhere. **Clipper® STARTSM has saved my finances.** 20% may seem like so little of a discount to some people, but that means that is money that I can use for food or to put away for a rainy day."*



Clipper® STARTSM
Trips and Applications
by Household Income

KEY FINDINGS

- Participants with a household income between \$10,000 - \$40,000 take 70% of trips, far more than lower or higher earners. Users report improvements in many aspects of everyday life.

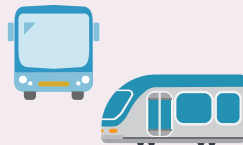


Clipper® STARTSM
Lifestyle Improvements



64%

I make more trips on public transportation than I used to



44%

I now regularly use more transit agencies than before

(for example, regularly riding BART and MUNI instead of regularly riding MUNI but rarely riding BART)



38%

I can now afford to use a faster route



61%

It is now easier for me to cover all my expenses



28%

I make fewer trips using my own (or my household's) vehicle



31%

It is now easier for me to put money into savings

(for example: in case I am laid off, for retirement, for my child's education)



32%

I make fewer trips using a taxi or "rideshare" app (Uber/Lyft)

Source: Clipper® Data Store and Applicant Survey Data

OUTCOME 6

ACCESS & MOBILITY

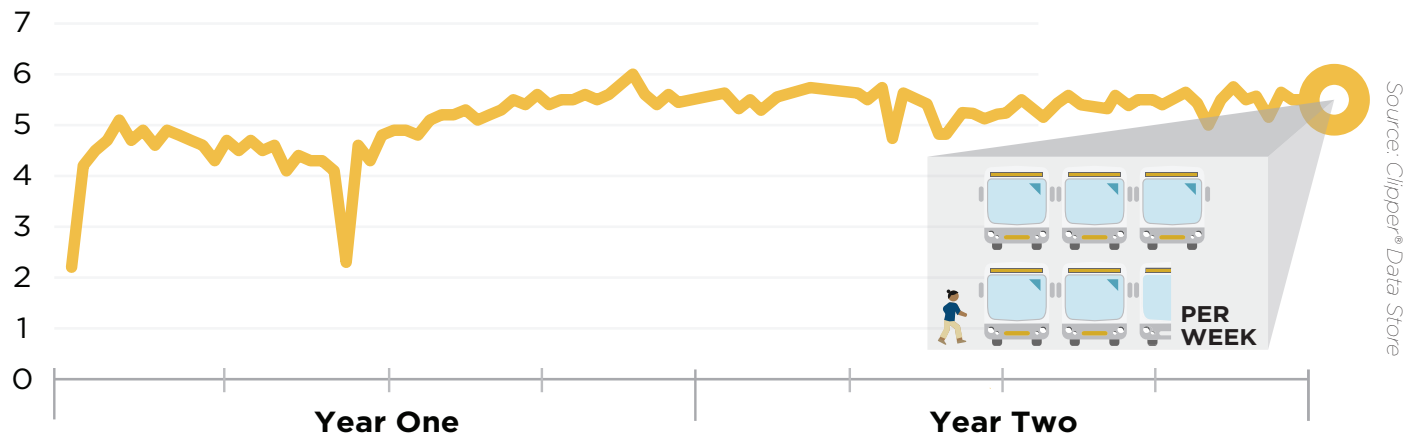
Do enrollees have improved mobility and access to opportunities by transit because of the discount?

By improving the affordability of transit trips, the Clipper® STARTSM program allows riders to take additional transit trips without spending additional money, in turn promoting additional access and mobility across the region.

KEY FINDINGS

- By the end of the pilot, program participants were taking up to 20,000 weekly Clipper® STARTSM trips.²
- Program participants are taking an average of 5.6 trips per week.

Average Clipper® STARTSM Participant Trips by Week



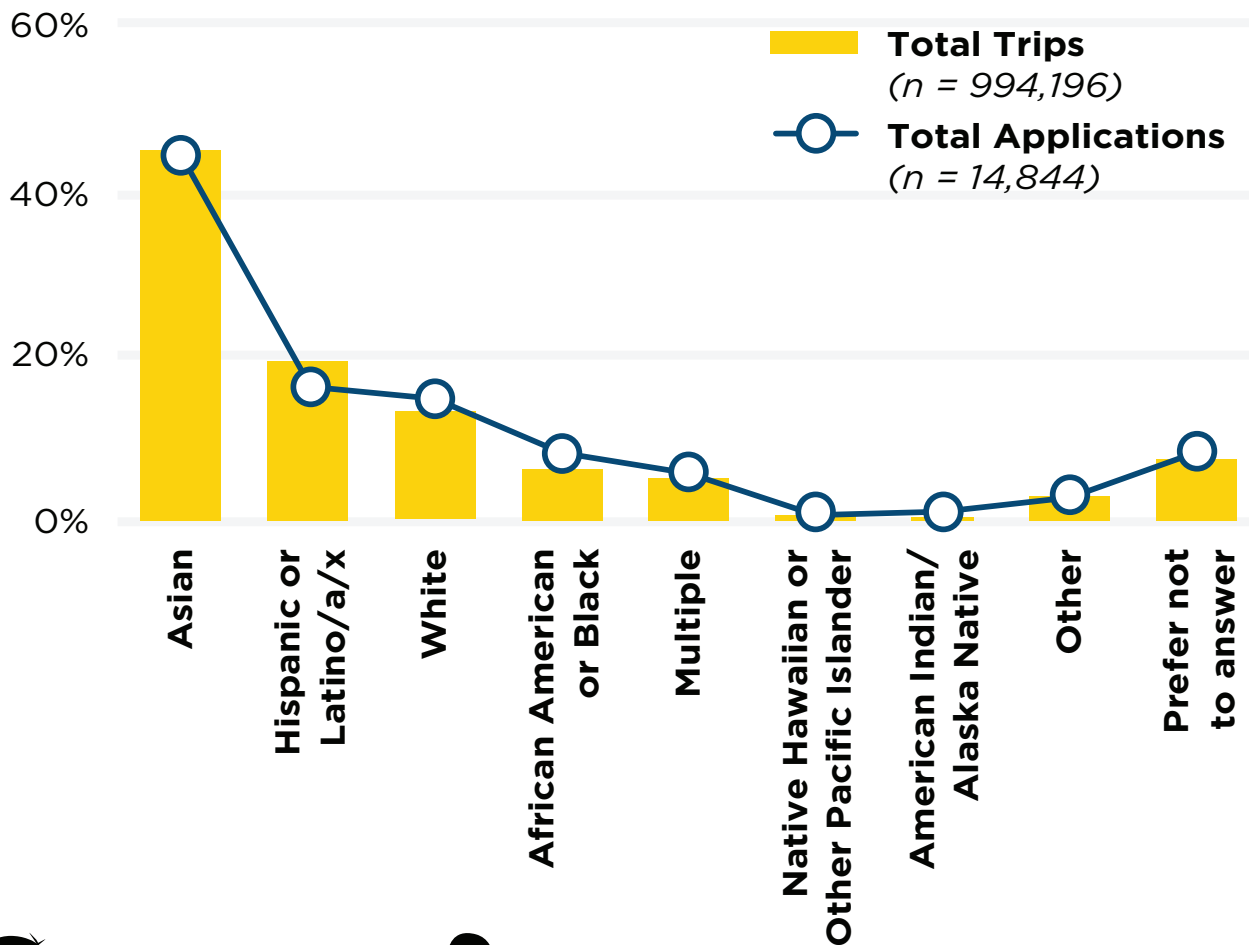
Source: Clipper® Data Store

“Makes me want to do more for me and my family on public transportation for necessity, but also for fun—like going to SF for free museum days!”

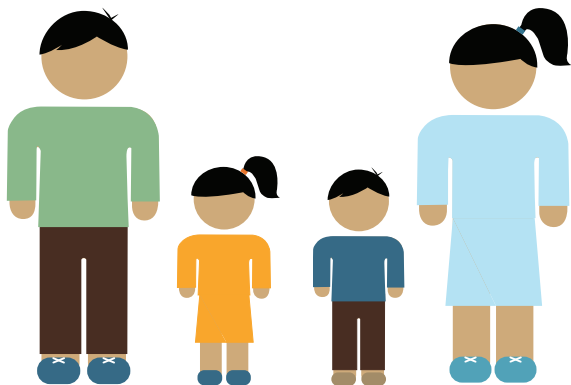
KEY FINDINGS

- Most of the Clipper® STARTSM trips were taken on Muni (38%), BART (40%), AC Transit (8%), and SamTrans (7%).
- People who identify as Asian and Hispanic or Latino/a/x (65%) and women (59%) applicants took the majority of Clipper® STARTSM trips and took more trips, on average, than White and male participants.
- Focus group participants shared that the program has resulted in increased mobility. There is a significant opportunity for all demographics to benefit from the Program.

Clipper® STARTSM Trips and Applications by Race/Ethnicity



Source: Clipper® Data Store and Applicant Survey Data





OPPORTUNITIES FOR CHANGE

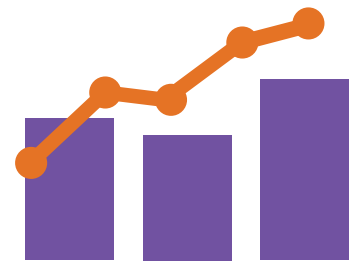
Lessons from the First Two Years of the Pilot

The first two years of the Clipper® STARTSM pilot period enrolled over 13,000 eligible individuals and made a significant difference in the transportation experience of enrollees through decreased transportation costs and improved mobility. This impact was even more notable given the program’s implementation in the midst of a worldwide pandemic that continues to influence travel behavior in the region.

MTC identified three goals going into the next phase of the Clipper® STARTSM pilot: increase uptake among eligible individuals, improve customer experience, and

Potential Strategies	Desired Goal(s)	Relevant Outcomes
1 Design and implement a Customer-Focused Marketing Campaign, Grounded in Engagement, Education, and Equity Partnerships 		
<ul style="list-style-type: none"> • Use of structured, intentional and relational outreach by travel behavior (hubs). Build upon those already serving EPCs. • Engage through identified champions by geography, culture, agency for promotion and education (promatores/community ambassador model) • Educate customers, CBOs, and transit station/drivers/security staff about the program and how it works. 	<p>→ Increase Uptake</p>	<ul style="list-style-type: none"> 1 Awareness & Marketing 2 Customer Experience 5 Affordability 6 Access & Mobility
<ul style="list-style-type: none"> • Review marketing strategies by experts/community serving the demographic • Review website and print materials for understanding and comprehensiveness of information provided 	<p>→ Increase Uptake</p> <p>→ Improve Customer Experience</p>	<ul style="list-style-type: none"> 1 Awareness & Marketing 2 Customer Experience 6 Access & Mobility
2 Improve Product for Better Customer Experience 		
<ul style="list-style-type: none"> • Consistent discount across participating Agencies. Increase discount offered to customer to 50% off single-ride fare. MTC to increase reimbursement for those opting to provide 50% discount. Encourage participation of VTA to serve regional/South Bay residents 	<p>→ Improve Customer Experience</p>	<ul style="list-style-type: none"> 1 Awareness & Marketing 2 Customer Experience 3 Financial Viability 4 Administrative Feasibility 5 Affordability 6 Access & Mobility

decrease program costs. Potential strategies to achieve these goals and the pilot outcomes fall within three customer-centric themes and six focus areas: engagement, education, and equity partnerships (3E's), marketing, fare policy, and eligibility requirements.



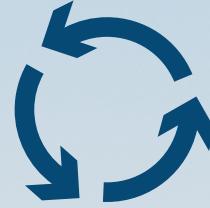
Potential Strategies	Desired Goal(s)	Relevant Outcomes
<ul style="list-style-type: none"> Fare cap/accumulator pass: Cap fares when they reach the cost of an unlimited ride pass (daily, weekly or monthly pass). To address enrollees not having cash layout of full monthly pass. Benefits frequent transit riders. 	<ul style="list-style-type: none"> → Increase Uptake → Improve Customer Experience 	<ul style="list-style-type: none"> 2 Customer Experience 3 Financial Viability 4 Administrative Feasibility 5 Affordability 6 Access & Mobility

3 Simplify Access to the Clipper® STARTSM card

<ul style="list-style-type: none"> Auto-enroll individuals that receive other social benefits (e.g. Cal-Fresh) in Clipper® STARTSM. Eliminates burden of providing documentation during Clipper® STARTSM application process; reduces costs associated with eligibility verification. 	<ul style="list-style-type: none"> → Increase Uptake → Decrease Program Costs → Improve Customer Experience 	<ul style="list-style-type: none"> 1 Awareness & Marketing 2 Customer Experience 4 Administrative Feasibility 5 Affordability 6 Access & Mobility
<ul style="list-style-type: none"> Increase income eligibility threshold above 200% FPL (tiered model) to increase potential rider pool eligible for discount. May accurately reflect high cost of living in Bay Area. Larger pool does not mean greater percentage of uptake- may not affect low uptake percentages of 200% FPL. 	<ul style="list-style-type: none"> → Increase Uptake 	<ul style="list-style-type: none"> 2 Customer Experience 3 Financial Viability 5 Affordability 6 Access & Mobility
<ul style="list-style-type: none"> Self-verification of eligibility (e.g. income) during application process. Eliminates burden of providing documentation and reduces costs associated with eligibility verification. Potential for program abuse – individuals enrolling who do not meet eligibility criteria. 	<ul style="list-style-type: none"> → Increase Uptake → Decrease Program Costs → Improve Customer Experience 	<ul style="list-style-type: none"> 1 Awareness & Marketing 2 Customer Experience 4 Administrative Feasibility 5 Affordability 6 Access & Mobility

Linkages with Other Regional Efforts

Staff at MTC should continue to coordinate with Bay Area transit agencies and county transportation agencies that are researching ways to make the region's transit network better coordinated and more affordable. This includes aligning with regional fare coordination work and working with staff agencies with existing low-income fare programs, like Muni and VTA. PlanBayArea 2050 calls for seeking greater strategic alignment amongst all of MTC's means-based initiatives including the Community Based Transportation Plans, Clipper® STARTSM, the I-880 Express Lanes Toll Discount Pilot, and the Fare Coordination and Integration Study, amongst others.



Additionally, various operators and stakeholders are implementing marketing and limited fare discount promotions to entice the public to ride transit. As transit confidence and ridership increases with reductions in COVID-19 rates, eligible residents are anticipated to enroll in the pilot and ride transit.

Acknowledgments

Clipper START Participants

Participating Community-Based Organizations

Regional Social Service Agencies

Transit Partners

- Clipper START Working Group
- Clipper Executive Board
- Fare Integration Task Force

MTC

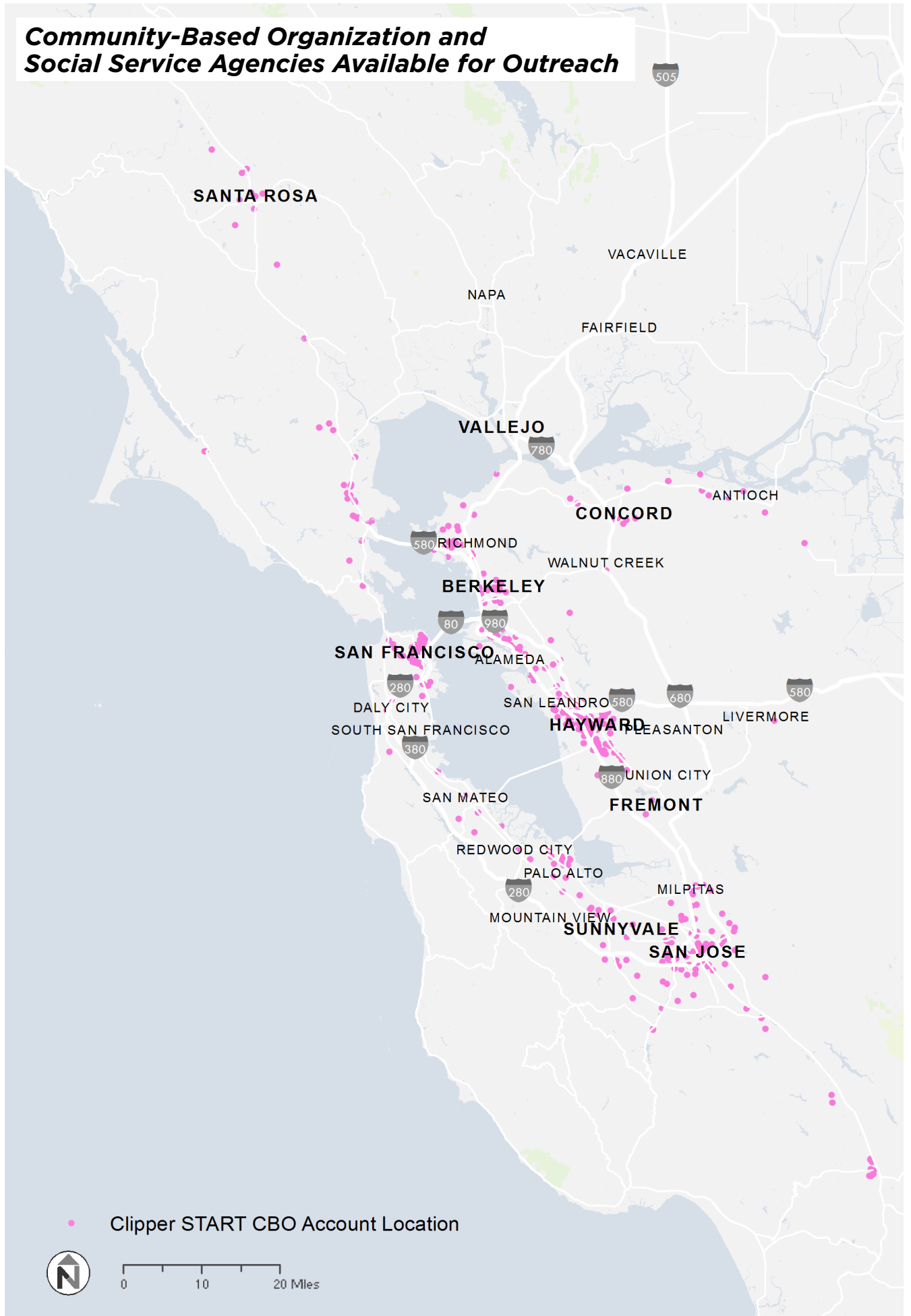
- Commission
- Policy Advisory Council's Equity and Access Subcommittee
- MTC Executive Committee
- Clipper START Team: Lysa Hale (PM), Helise Cohn, Sarah Doggett, Carol Kuester, Melanie Choy, Drennen Shelton, Theresa Romell, Brooke Fotheringham, Shauna Callow

Evaluation Team

- MTC Lead: Judis Santos
- Nelson Nygaard Team Lead: Tracy McMillan
- Raimi and Associates
- Jacobs



Community-Based Organization and Social Service Agencies Available for Outreach





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	23-0758	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	5/4/2023	In control:		Programming and Allocations Committee	
On agenda:	6/14/2023	Final action:			
Title:	MTC Resolution Nos. 4570, 4571, 4572, and 4573. Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB 1107 Allocation				

Allocation of \$482 million in FY2023-24 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to 5 transit operators and MTC to support transit operations and capital projects in the region.

Sponsors:

Indexes:

Code sections:

Attachments: [3b 23-0758 MTC Resolutions 4570 4571 4572 4573 TDA STA RM2 AB1107 Allocations.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4570, 4571, 4572, and 4573. Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB 1107 Allocation

Allocation of \$482 million in FY2023-24 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to 5 transit operators and MTC to support transit operations and capital projects in the region.

Presenter:

Luis Garcia

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 14, 2023

Agenda Item 3b - 23-0758

MTC Resolution Nos. 4570, 4571, 4572, and 4573

Subject:

Allocation of \$482 million in FY2023-24 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to 5 transit operators and MTC to support transit operations and capital projects in the region.

Background:

This month’s proposed actions begin the annual allocation process of these funds for FY2023-24. Five entities are requesting TDA, STA, RM2, and/or AB1107 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. These funds comprise a significant share of the revenue for agencies’ operating budgets.

The proposed allocation amounts are based on the programming levels identified in the FY 2023-24 Fund Estimate (MTC Resolution 4556) and the RM2 Operating Program (MTC Resolution 4569). The proposed allocations are summarized in the following table:

Allocation Amounts by Entity¹ (amounts in millions)

Entity	TDA (Res. 4570)	STA (Res. 4571)	RM2 (Res. 4572)	AB 1107 (Res. 4573)	Grand Total
AC Transit	\$107.0	\$53.0	\$11.0	\$52.0	\$223.0
CCCTA	\$29.6	\$7.7			\$37.3
LAVTA	\$11.5	\$2.4			\$13.9
NVTA	\$10.2	\$3.2			\$13.4
VTA	\$140.0	\$45.1			\$185.1
MTC		\$7.7	\$1.6		\$9.3
Total	\$298.3	\$119.1	\$12.6	\$52.0	\$482.0

Note that amounts may not sum due to rounding

¹ Includes all allocations to be approved in the resolutions listed above, the details of which are provided in Attachment A, including allocations for transit capital or planning and administration. Not inclusive of allocations approved by Executive Director’s Delegated Authority as allowed by MTC Resolution No. 3620, Revised.

Information regarding the FY 2023-24 operating budgets and current and future operations for the transit operators included in the list above is provided in Attachment A. The MTC share of the Clipper operating budget is estimated to be \$35.3 million of the total \$66.1 million. STA and RM2 funds are estimated to provide \$14 million of revenue toward MTC's cost share, \$9.3 million of which will be allocated in June.

Issues:

The \$4.4 billion in federal pandemic relief funds received by Bay Area transit operators have supported the continued provision of robust transit service throughout the past three years of the COVID-19 pandemic, despite severely depressed revenues from fares and other local sources. As these federal funds are exhausted over the coming years and fares and other local revenues remain below historical averages, many of the region's transit operators project significant near-term operating shortfalls and are seeking financial support from the state legislature to ensure transit service can remain available to meet the demands of the public. MTC continues to work closely with Bay Area transit operators to examine and refine the factors and assumptions used to project future operating costs and revenues, with a focus on fostering the development of consistent and reliable assumptions that can be used to project near-term needs for Bay Area transit operators.

Recommendations:

Refer MTC Resolution No. 4570, 4571, 4572, and 4573 to the Commission for approval.

Attachments:

- Attachment A – Transit Operator Budget Summary
- MTC Resolution No. 4570, 4571, 4572, and 4573



Andrew B. Fremier

Attachment A – Transit Operator Budget Summary

VTA

Adopted Operating Budget	\$601.5 million
Increase in Budget compared to FY2022-23	8.5%
Current Average Ridership Change (Feb 2023 to Feb 2020) ¹	-34%
Total Proposed FY2023-24 Operating Allocation ²	\$185 million
Proportion of Operating Budget Funded with Allocations	30.8%

Budget and Operating Highlights

VTA operates 47 bus routes and three light rail lines spanning across 346 square miles in Santa Clara County. In addition, VTA funds contracted paratransit and shuttle services in the county and participates in providing inter-regional commuter rail and express bus services. VTA’s efforts to return to full pre-pandemic service levels culminated in the VTA Board of Directors unanimously adopting the 2023 Transit Service Plan in October 2022. This updated plan makes slight improvements that adjust to emergent post-pandemic rider needs and re-establishes the full-service levels originally approved in the 2019 New Transit Service Plan by Fiscal Year 2024-25.

VTA’s FY 2023-24 Proposed Operating Budget is comprised of \$601.5 million in expenses, which represents an 8.5% increase from FY2022-23. This increase is comprised primarily of higher personnel and fuel costs that can be attributed to inflationary and contractual increases. Of this amount, \$185 million (30.8%) is funded by TDA or STA revenue. For TDA, the proposed budget includes a \$9.6 million set-aside to proactively offset a loss of revenue anticipated following an October 2019 ruling by the California Department of Tax and Fee Administration

¹ VTA redesigned its transit network in 2019, officially implemented in February 2020. Therefore, the ridership comparison is based on the February 2020 as the original baseline to compare recovery to date.

² Includes allocations made through Executive Director’s Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purposes.

(CDTFA). This rule changed the allocation of taxes paid by web-based market facilitators to be allocated to the point of delivery as opposed to the point of sale, impacting revenues to VTA. Even though VTA continues to work with MTC and the County of Santa Clara staff to determine the overall impact of the ruling and reallocation of sales tax for Santa Clara County over multiple years, this proactive approach will render a reserve balance of approximately \$40.8 million by June 30, 2023 to offset the amount payable to CDTFA.

VTA is currently in the process of hiring and training more operational staff in order to restore service. Current major capital projects at VTA include the BART to Silicon Valley Phase 2, and Eastridge to BART Regional Connector (EBRC).

AC Transit

Adopted Operating Budget	\$545.6 million
Increase in Budget compared to FY2022-23	0.1%
Current Average Ridership Change (March 2023 to March 2019)	-23.5%
Total Proposed FY2023-24 Operating Allocation ¹	\$223.0 million
Proportion of Operating Budget Funded with Allocations	40.9%

Budget and Operating Highlights

Alameda-Contra Costa Transit District (AC Transit) is a bus-based transit system that serves a market of suburban and urban travel in Alameda and Contra Costa Counties. The service area includes over 360 square miles with more than 100 bus lines and nearly 300,000 daily riders. Service includes local lines, Transbay routes, Rapid routes, Tempo Bus Rapid Transit service, Dumbarton Express, Paratransit, and Supplementary Service to Schools.

The transit system has experienced a decline in ridership due to the COVID-19 pandemic but expects to see a steady recovery in ridership over the next few years. AC Transit has surpassed 50% of pre-pandemic ridership levels and continues to see ridership growth, though lagging farebox revenues continue to be a challenge for the agency.

The Draft FY 2023-24 Operating Budget is balanced, with projected revenue of \$545.6 million, representing a slight increase from the previous year. Farebox revenue is expected to increase by 9.4% due to a gradual increase in ridership, while property and parcel taxes are budgeted at \$167.3 million, and sales taxes are projected to increase by 3.5%. Other federal, state, and local revenues are expected to increase by 18.9%, primarily due to an increase in state transit assistance funding, offsetting a 42.6% projected decrease in federal emergency funds. The Draft

¹ Includes allocations made through Executive Director’s Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purposes.

FY 2023-24 Capital Budget includes a projected spending plan of \$110.7 million, comprised of \$92.3 million in grant funds and \$18.4 million in District Capital funds.

AC Transit has launched the Realign Plan to evaluate every bus line in response to pandemic-induced changes in public transit patterns. The plan will incorporate rider feedback through surveys, meetings, and one-on-one conversations and assess the movement of its fleet across 13 cities and unincorporated areas. AC Transit is committed to providing a sustainable, reliable, and convenient transit system and is exploring new technologies and innovative solutions to achieve this long-term vision.

CCCTA

Adopted Operating Budget	\$49.3 million
Increase in Budget compared to FY2022-23	4.3%
Current Average Ridership Change (Feb 2023 to Feb 2019)	-15.7%
Total Proposed FY2023-24 Operating Allocation ¹	\$37.3 million
Proportion of Operating Budget Funded with Allocations	60.2%

Budget and Operating Highlights

Central Contra Costa Transit Authority (“County Connection”) operates fixed-route bus and ADA paratransit (County Connection LINK) service in and around central Contra Costa County. County Connection operates a fleet of 125 fully accessible transit buses and 63 paratransit vehicles and serves a mixed market of commuters, suburban residents, and people with disabilities covering 200 square miles.

The agency has experienced ridership and fare revenue recovery post-COVID-19, with fares projected to reach 60% of pre-pandemic levels for FY2023-24 and 70% of pre-pandemic levels by FY2026-27.

County Connection’s FY2023-24 draft budget proposes \$49.3 million in operational expenses for fixed route and paratransit services, offset by revenues, and \$6.7 million in capital expenditures. The operating expense budget is a 4.3% increase over FY2022-23, assuming filled vacant operator positions, and the capital budget includes multi-year facility upgrades funded by TDA capital funds.

County Connection has projected costs to convert the fleet to a zero-emission bus mixed fleet of electric and fuel cell buses, including infrastructure costs, per the adopted ZEB Rollout Plan. The capital budget of \$6.7 million includes several necessary facility maintenance and modernization

¹ Includes allocations made through Executive Director’s Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purposes.

projects, such as fuel tank replacement, hydraulic lift replacement, concrete pad repairs, expansion of the upper parking lot, and necessary elevator improvements in both buildings. These projects are expected to take place during the next few years and will be funded with TDA capital funds. County Connection's long-term vision is to continue to improve customer experience and operational efficiency.

LAVTA

Adopted Operating Budget	\$24.6 million
Increase in Budget compared to FY2022-23	1.6%
Current Average Ridership Change (Feb 2023 to Feb 2019)	-25%
Total Proposed FY2023-24 Operating Allocation ¹	\$24.6 million
Proportion of Operating Budget Funded with Allocations	44.3%

Budget and Operating Highlights

The Livermore Amador Valley Transit Authority (LAVTA) is the provider of the Wheels fixed-route bus and paratransit service in the Tri-Valley region of California, serving the cities of Livermore, Dublin, Pleasanton, and surrounding areas for a total service area of 40 square miles. LAVTA’s routes service two BART stations, both East and West Dublin/Pleasanton, plus the downtown Livermore Transit Center. LAVTA currently runs fixed-route bus service, complementary ADA service, and a TNC program called Go Tri-Valley.

LAVTA has experienced a gradual recovery in ridership since the pandemic began, with ridership currently at approximately 75% of pre-pandemic levels. Prior to the pandemic LAVTA’s riders were a mix of commuters, students, and transit dependent individuals; however, for the last few years, the majority of riders have been transit-dependent riders and students. The service is heavily reliant on TDA/STA funding, with over 58% of its funding coming from these sources. Fare revenue accounts for a small portion of revenue, at less than 10%.

The agency’s Operating and Capital Budget for FY 2023-24 shows an operating budget of \$24.6 million, reflecting an overall increase of 1.6% from the FY 2022-23 budget. The increase is due to contractual increases in the cost of fixed route operations and maintenance. Even with the increase in expenses, the budget has been balanced without dipping into reserves, largely due to

¹ Includes allocations made through Executive Director’s Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purposes.

one-time Federal Funds received for FY 2023-24. LAVTA has funds in reserve, and the authority maintains more than the board-approved goal of 3-6 months of operating funds. The operating budget also assumes a full resumption of pre-pandemic levels of service to be restored in FY 2023-24. This will largely depend on LAVTA contractors' ability to staff up the operator workforce.

Looking forward, reducing LAVTA's carbon footprint is a near-term emphasis area. To date, LAVTA has acquired 16 diesel electric hybrid buses, and begun design work on a Hydrogen Fueling Station at LAVTA's Atlantis Facility. Additionally, LAVTA has recently embarked on an update to their Long-Range Transit Plan, which will focus on responding to changes in travel patterns and demand due to the pandemic and opportunities to support economic development goals and anticipated growth in the Tri-Valley.

NVTA

Adopted Operating Budget	\$15.2 million
Increase in Budget compared to FY2022-23	4.4%
Current Average Ridership Change (Feb 2023 to Feb 2019)	-36%
Total Proposed FY2023-24 Operating Allocation ¹	\$13.4 million
Proportion of Operating Budget Funded with Allocations	75.0%

Budget and Operating Highlights

Napa Valley Transportation Authority (NVTA) operates fixed-route and on-demand transit services in Napa County including Napa Vine (Vine Transit), American Canyon Transit, Calistoga Shuttle, Yountville Trolley, St Helena Shuttle, and VineGo paratransit services. Vine Transit is the fixed-route bus system for Napa County, offering both local routes and regional connections to Solano County transit providers, BART, Capital Corridor, and WETA’s Vallejo Ferry Terminal. NVTA’s Vine Transit Fleet is comprised of 66 vehicles: 42 fixed route buses, 22 paratransit vans, and 2 commuter buses

Since April 2020, NVTA has implemented service modifications to reduce operating costs while still meeting demand in the City of Napa. NVTA will continue to assess ridership data to determine an adjusted fixed route service to meet future demand and anticipates a full return to service in the fall of 2024.

NVTA’s FY2023-24 proposed operating budget is comprised of \$15.2 million in expenses. Of this amount, \$11.4 million (75%) is funded with TDA and STA revenue. \$340,000 in Regional Measure 2 funds support NVTA’s Vine Express Commuter Service, delivering connection from the city of Calistoga to the Vallejo Ferry Terminal in Solano County. Additionally, NVTA is claiming \$2 million in TDA Capital funds for a new maintenance facility to address the growing

¹ Includes allocations made through Executive Director’s Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purposes.

needs for transit operations in the region. This brings the total allocation request for FY2023-24 to \$13.4 million. NVTAs operating budget shows an increase of 4.4% which is attributed to an increase in personnel costs, utilities cost, and purchased transportation.

Date: June 28, 2023
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4570

This resolution approves the allocation of fiscal year 2023-2024 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), Central Contra Costa Transit Authority (CCCTA), Livermore Amador Valley Transit Authority (LAVTA), Napa Valley Transportation Authority (NVTA), and Santa Clara Valley Transportation Authority (VTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2023.

Date: June 28, 2023
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2023-24 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4570

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 2023-24 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 2023-24 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

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 28, 2023.

Date: June 28, 2023
Referred by: PAC

Attachment A
ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
DURING FISCAL YEAR 2023-24

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5801 - PUC 99233.7, 99275 Community Transit Service - Operations						
AC Transit	Paratransit Operations	5,450,068	01	06/28/23	AC Transit - Alameda	
CCCTA	Paratransit Operations	1,161,778	02	06/28/23	CCCTA	
VTA	Community Transit	7,001,645	03	06/28/23	Santa Clara County	
		Subtotal	13,613,491			
5802 - PUC 99260A Transit - Operations						
AC Transit	Transit Operations	9,371,107	04	06/28/23	AC Transit - Contra Costa D1	
AC Transit	Transit Operations	19,238,420	05	06/28/23	AC Transit - Alameda D2	
AC Transit	Transit Operations	72,905,948	06	06/28/23	AC Transit - Alameda D1	
CCCTA	Transit Operations	20,770,583	07	06/28/23	CCCTA	
LAVTA	Transit Operations	8,533,007	08	06/28/23	LAVTA	
NVTA	Transit Operations	4,116,200	09	06/28/23	NVTA	
VTA	Transit Operations	133,031,253	10	06/28/23	VTA	
		Subtotal	267,966,518			
5803 - PUC 99260A Transit - Capital						
CCCTA	Transit Capital	7,633,286	11	06/28/23	CCCTA	
LAVTA	Transit Capital	3,000,000	12	06/28/23	LAVTA	
NVTA	Transit Capital	2,000,000	13	06/28/23	NVTA	
		Subtotal	12,633,286			
5807 - PUC 99400C Transit - Operations						
NVTA	Transit Operations	1,022,200	14	06/28/23	NVTA	
		Subtotal	1,022,200			
5812 - PUC 99400D Planning and Administration - Operations						
NVTA	Planning & Administration	3,035,500	15	06/28/23	NVTA	
		Subtotal	3,035,500			
		Total	298,270,995			

Date: June 28, 2023
Referred by: PAC

Attachment B
Resolution No. 4570
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2023-24
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 each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or 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 attested to by the claimant's chief financial officer; 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

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 *et seq.*), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant is exempt from applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised) as provided by PUC § 99268.9; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.

Transportation Development Act Article 8 Transit Funds

Public Utilities Code §§ 99400(c), 99400(d) and 99400(e)

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the 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 so attested to by the claimant's chief financial officer; 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 28, 2023
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4571

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2023-24.

This resolution allocates funds to Alameda-Contra Costa Transit District (AC Transit), Central Contra Costa Transportation Authority (CCCTA), Livermore Amador Valley Transit Authority (LAVTA), Napa Valley Transportation Authority (NVTA), Santa Clara Valley Transportation Authority (VTA), and MTC.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 14, 2023.

Date: June 28, 2023
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2023-24 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4571

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 2024-24 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 2023-24 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 2023-24 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

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 28, 2023.

Date: June 28, 2023
Referred by: PAC

Attachment A
ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
DURING FISCAL YEAR 2023-24

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5820 - CCR 6730A Operations - Population-based County Block Grant						
AC Transit	Transit Operations	9,243,780	01	06/28/23	AC- Transit Alameda	
AC Transit	Transit Operations	2,841,073	02	06/28/23	AC- Transit Contra Costa	
CCCTA	Transit Operations	6,658,319	03	06/28/23	County Connection	
LAVTA	Transit Operations	2,423,659	04	06/28/23	LAVTA	
VTA	Transit Operations	8,961,946	05	06/28/23	Santa Clara County	
		Subtotal				30,128,777
5820 - CCR 6730A Operations - Population-based MTC Coordination						
MTC	Transit Operations	7,700,000	06	06/28/23	MTC	
		Subtotal				7,700,000
5820 - CCR 6730A Operations - Revenue-based						
AC Transit	Transit Operations	40,947,165	07	06/28/23	AC Transit	
CCCTA	Transit Operations	1,041,145	08	06/28/23	CCCTA	
VTA	Transit Operations	36,100,554	09	06/28/23	VTA	
		Subtotal				78,088,864
5822 - CCR 6731C Paratransit - Operations - Population-based County Block Grant						
NVTA	Paratransit Operations	3,209,927	10	06/28/23	Napa County	
		Subtotal				3,209,927
		Total				119,127,568

Date: June 28, 2023
Referred by: PAC

Attachment B
Resolution No. 4571
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2023-24 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
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; 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.

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4572

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2023-24.

This resolution allocates funds to Alameda-Contra Costa Transit District (AC Transit) and the Metropolitan Transportation Commission (MTC).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheet dated June 14, 2023.

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2023-24

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4572

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California and at other remote locations, on June 28, 2023.

FY 2023-24 ALLOCATION OF REGIONAL MEASURE 2 FUNDS
FOR TRANSIT OPERATIONS AND PLANNING

1. Funding for each route is limited to the amount identified in the FY2023-24 RM2 Operating Program (MTC Resolution 4569).
2. Allocation amounts may be reduced in order to stay within the statutorily mandated RM2 operating program limit of 38% of annual revenue [SHC Section 30915(d)].
3. Payment of RM2 operating funds may be limited to no more than 1/12 of the allocated amount monthly.
4. Operating advances will be considered on a case-by-case basis.
5. RM2 performance requirements are suspended due to the continuing transit impacts resulting from the COVID-19

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number
MTC	Clipper	\$ 1,623,105	01	06/28/23	12
AC Transit	Express Bus Service	\$ 4,371,096	02	06/28/23	4
AC Transit	Dumbarton Bus	\$ 3,007,085	03	06/28/23	5
AC Transit	Owl Bus Service	\$ 1,214,095	04	06/28/23	7
AC Transit	Enhanced/Rapid Bus Service	\$ 2,434,658	05	06/28/23	9
		Total \$ 12,650,039			

Date: June 28, 2023
WI: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4573

This resolution approves the allocation of fiscal year 2023-24 AB 1107 half-cent sales tax funds to AC Transit.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 14, 2023.

Date: June 28, 2023
Referred by: PAC

Re: Allocation of Fiscal Year 2023-24 “AB 1107” Half-Cent Sales Tax Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4573

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

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

WHEREAS, SFMTA and/or AC Transit has submitted a request for the allocation of fiscal year 2023-24 AB 1107 funds for transit service projects and purposes in accordance with the regional priorities established by MTC; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2023-24 allocations requested by SFMTA and/or AC Transit, and is from time-to-time revised; and

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

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

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

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

RESOLVED, that MTC approves the allocation of fiscal year 2023-24 funds under this resolution to SFMTA and/or AC Transit, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A.

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

METROPOLITAN TRANSPORTATION COMMISSION

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 28, 2023.

Date: June 28, 2023
Referred by: PAC

Attachment A
MTC Resolution No. 4573
Page 1 of 1

ALLOCATION OF AB 1107 FUNDS
DURING FISCAL YEAR 2023-24

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

Claimant	Project Description	Fare Ratio Plus Local Support Percentage		Allocation Amount	Alloc. Code	Approval Date
		FY 21-22	FY 23-24			
AC Transit	Transit Operations	50%	71%	50% of deposits to MTC's AB 1107 account.	01	06/28/23

ALLOCATION OF FISCAL YEAR 2023-24
 AB 1107 FUNDS

FINDINGS

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

<i>Statutory Requirement</i>	<i>AC Transit</i>
1. In accordance with Public Utilities Code §29142.4(a), the operator is a participating member of the Clipper Executive Board and the Bay Area Partnership Board, established by MTC and which serve the function of a regional transit coordinating council.	YES
2. In accordance with Public Utilities Code §29142(c), the operator has complied with the transit system standards established by MTC pursuant to Government Code §66517.5.	YES
3. In accordance with Public Utilities Code § 29142.5, MTC may consider local support revenues in excess of the operator’s base amount as fare revenues, as long as by doing so it will enable the operator to maintain or improve vital transit service within a coordinated fare structure. The audited financials submitted by the claimant for FY 2021-22 and included with the proposed FY 2023-24 budget demonstrate a fare ratio of greater than 33 percent when considering other local excess revenue. Local revenue includes fares, advertising, Low Carbon Transit Operations funds, General Fund, local sales tax not including TDA, property tax, local revenue such as parking and traffic fees, bridge tolls, and BART sales tax funds.	YES
4. In accordance with Public Utilities Code § 29142.4, MTC may grant, an operator which was in compliance with the 33 percent farebox requirement prior to that date, a credit not to exceed 5 percent to meet that requirement.	N/A



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0760 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 5/4/2023 **In control:** Programming and Allocations Committee

On agenda: 6/14/2023 **Final action:**

Title: MTC Resolution Nos. 4583 through 4586 and 4591 through 4595. Allocation of \$271.6 million in Regional Measure 3 (RM3) capital funds to STA, BAIFA, CCTA, TAM, and NVTA

Recommended allocation of a total \$271.6 million in RM3 capital funds to I-80 Express Lanes in Solano County (STA); I-80 Express Lanes in Solano County - Toll Systems (BAIFA); I-680/SR-4 Interchange Improvements (CCTA); US-101 Marin-Sonoma Narrows (TAM); I-80/I-680/SR-12 Interchange (STA); I-80 Westbound Truck Scales (STA); Vine Transit Maintenance Facility (NVTA); SR-29 Soscol Junction (NVTA); and Mokelumne Trail Bike/Ped Overcrossing (CCTA).

Sponsors:

Indexes:

Code sections:

Attachments: [3c 23-0760 MTC Resolutions 4583 to 4586 and 4591 to 4595 RM3 Allocations.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4583 through 4586 and 4591 through 4595. Allocation of \$271.6 million in Regional Measure 3 (RM3) capital funds to STA, BAIFA, CCTA, TAM, and NVTA

Recommended allocation of a total \$271.6 million in RM3 capital funds to I-80 Express Lanes in Solano County (STA); I-80 Express Lanes in Solano County - Toll Systems (BAIFA); I-680/SR-4 Interchange Improvements (CCTA); US-101 Marin-Sonoma Narrows (TAM); I-80/I-680/SR-12 Interchange (STA); I-80 Westbound Truck Scales (STA); Vine Transit Maintenance Facility (NVTA); SR-29 Soscol Junction (NVTA); and Mokelumne Trail Bike/Ped Overcrossing (CCTA).

Presenter:

Craig Bosman

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 14, 2023

Agenda Item 3c - 23-0760

MTC Resolution Nos. 4583-4586, 4591-4595: Allocation of \$271.6 million in Regional Measure 3 (RM3) capital funds to STA, BAIFA, CCTA, TAM, and NVTA

Subject:

Recommended allocation of a total \$271.6 million in RM3 capital funds to I-80 Express Lanes in Solano County (STA); I-80 Express Lanes in Solano County – Toll Systems (BAIFA); I-680/SR-4 Interchange Improvements (CCTA); US-101 Marin-Sonoma Narrows (TAM); I-80/I-680/SR-12 Interchange (STA); I-80 Westbound Truck Scales (STA); Vine Transit Maintenance Facility (NVTA); SR-29 Soscol Junction (NVTA); and Mokelumne Trail Bike/Ped Overcrossing (CCTA).

Background:

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. BATA implemented the first and second dollars of the toll increase 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. BATA released the toll funds held in escrow and terminated the escrow agreement in March 2023.

MTC Resolution No. 4404 (adopted December 2019 and revised in May 2023) establishes policies and procedures to guide the delivery of capital projects funded by RM3. Prior to the release of funds from escrow, MTC approved Letters of No Prejudice for 31 projects, allowing those projects to proceed with local funds in place of the RM3 funds while preserving eligibility for reimbursement with RM3 funds when they became available. In May 2023, staff also received direction from the Commission to begin collecting RM3 allocation requests, starting with projects that have LONPs and have begun expending funds.

June RM3 Allocation Recommendations

Staff recommend approval of \$271.6 million in RM3 allocations to 9 projects with LONPs, which will allow these projects already underway to begin invoicing and receiving reimbursements of RM3 funds. In two cases, staff recommend additional allocations above the

LONP amounts to enable immediate work. The table below shows the recommended projects for allocation this month; details of each request are included in Attachment A.

Project Sponsor	Reso. No. / RM3 Proj. #	Project Title	LONP Amount (\$millions)	Allocation Request Amount (\$millions)
STA	4591 #2.1	I-80 Express Lanes in Solano County	\$70.4	\$70.4
BAIFA	4592 #2.2	I-80 Express Lanes in Solano County – Toll Systems	\$31.2	\$14.6**
CCTA	4586 #19	I-680/SR-4 Interchange	\$8.0	\$13.0*
TAM	4593 #20.1	US-101 Marin-Sonoma Narrows	\$88.0	\$88.0
STA	4594 #21.1	I-80/I-680/SR-12 Interchange (Package 2)	\$18.6	\$1.9**
STA	4595 #22	I-80 Westbound Truck Scales	\$5.3	\$30.7*
NVTA	4584 #26.1	Vine Transit Maintenance Facility	\$20.0	\$20.0
NVTA	4583 #27	SR-29 Improvements – Soscol Junction	\$20.0	\$20.0
CCTA	4585 #34.1	Mokelumne Trail Bicycle/Pedestrian Overcrossing at SR-4	\$13.0	\$13.0
Total			\$274.5	\$271.6

* As part of the LONP conversion to allocation, these project sponsors have requested an additional allocation beyond the LONP amounts to enable immediate work.

** Staff will return at a future meeting to allocate the remaining LONP amount.

Issues:

None identified.

Recommendations:

Refer MTC Resolution Nos. 4583-4586, and 4591-4595 to the Commission for approval.

Attachments:

- Attachment A: RM3 Allocation Summaries
- MTC Resolution Nos. 4583 through 4586, and 4591 through 4595

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

Andrew B. Fremier

June 2023 Recommended RM3 Allocations – Project Summaries

STA – I-80 Express Lanes in Solano County (\$70.4 million)

RM3 Project 2, Bay Area Corridor Express Lanes, is one of six RM3 programmatic categories subject to further programming by MTC. RM3 provides a total of \$300 million to complete the Bay Area Express Lane Network. In 2020, MTC programmed \$85 million in RM3 Express Lanes funds to the I-80 Express Lanes in Solano County, sponsored by the Solano Transportation Authority (STA). Later that year, the California Transportation Commission awarded \$123 million in Senate Bill 1 funds for the project. MTC approved a \$70.4 million LONP for the project in 2021. To keep the project on track in the absence of RM3 funds, MTC advanced federal OBAG funding to be repaid from RM3.

The project will convert existing eastbound and westbound I-80 carpool lanes between Red Top Road and Air Base Parkway to express lanes in Fairfield. The project also constructs new eastbound and westbound express lanes on I-80 between Air Base Parkway and I-505 in Vacaville. The project is currently under construction and expected to be complete in late 2024.

BAIFA – I-80 Express Lanes in Solano County (Toll Systems) (\$14.6 million)

As part of the Solano I-80 Express Lanes project, the Bay Area Infrastructure Financing Authority (BAIFA) is the sponsor for concurrent work on the toll systems on the project. MTC approved a \$31.2 million LONP for the toll systems contracts in 2021; however, staff is recommending allocating \$14.6 million this month. Staff will return to this Committee at a future month to allocate the remaining \$16.7 million, which is associated with the Solano I-80/I-680/SR-12 Interchange project funding plan.

CCTA – I-680/SR-4 Interchange (\$13 million)

The Contra Costa Transportation Authority (CCTA) is the project sponsor for RM3 Project 19, Interstate 680/State Route 4 Interchange Improvements. RM3 provides \$210 million in toll funds for improvements to the I-680/SR4 Interchange to improve safety and reduce congestion, including, but not limited to, a new direct connector between northbound I-680 and westbound SR4, a new direct connector between eastbound SR4 and southbound I-680, and widening of SR4 to add auxiliary lanes and high occupancy vehicles lanes. In February 2021, MTC approved

and issued an \$8 million LONP for final design of the Interstate 680/State Route 4 Interchange Improvements.

Final design of the Interstate 680/State Route 4 Interchange Improvements project is underway and on track for completion in June 2024. CCTA has submitted an allocation request for \$13 million, \$8 million in design funds consistent with the LONP and an additional \$5 million for the right of way engineering phase. Since the right of way engineering phase can begin immediately upon allocation, staff recommends allocating the requested \$13 million this month.

TAM – US-101 Marin-Sonoma Narrows (\$88 million)

RM3 provides \$120 million in toll funds to RM3 Project 20, the Highway 101-Marin/Sonoma Narrows project. The Transportation Authority of Marin (TAM) is the project sponsor for RM3 Project 20.1, MSN Contract B7 in Marin County. The Marin Segment includes \$90 million in toll funds to widen US 101 to construct a southbound HOV lane from the Marin/Sonoma County line to just south of the Franklin Avenue Overhead (6.0 miles), and a northbound HOV lane from north of Atherton Avenue Overcrossing to the Marin/Sonoma County line (3.5 miles). MTC approved and issued two LONPs for the MSN project, the first for \$7.1 million for the right of way phase in December 2020 and the second in April 2021 for \$80.9 million for the construction phase. To keep the project on track in the absence of RM3 funds, MTC advanced federal OBAG funding to be repaid from RM3.

The project began construction in July 2022. TAM requests allocation of \$88 million in right of way and construction funds consistent with both LONPs. Construction of the MSN project is underway and on track for completion in late 2025.

STA – I-80/I-680/SR-12 Interchange (\$1.9 million)

RM3 provides \$150 million in toll funds to RM3 Project 21.1, the Solano County Interstate 80/Interstate 680/State Route 12 Interchange project (Package 2). The Project proposes improvements to address traffic operations and congestion in the existing interchange complex. In 2018, CTC awarded \$53.2 million in Senate Bill 1 competitive program funding to Package 2A of the project. Package 2A improves the connection from eastbound SR-12 to eastbound I-80

by constructing a new bridge structure and improving ramps along I-80, I-680, and SR-12. The project opened to traffic in 2022.

To keep the project on track while RM3 was not available, MTC redirected \$16.7 million in Regional Transportation Improvement Program (RTIP) funds from the I-80 Express Lanes project to the Interchange project, BATA loaned \$14.3 million, and STA advanced \$1.9 million in local funds. This month, staff recommends allocating the \$1.9 million STA advanced; staff will return at a future month to allocate the remaining funds.

STA – I-80 Westbound Truck Scales (\$31 million)

The Solano Transportation Authority (STA) is the project sponsor for RM3 Project 22, Interstate 80 Westbound Truck Scales. RM3 provides \$105 million in toll funds to replace the existing Cordelia Truck Scales along Westbound I-80 in Solano County. In April 2021, MTC approved and issued a \$5.3 million LONP for final design of the Interstate 80 Westbound Truck Scales project.

Final design of the Interstate 80 Westbound Truck Scales project is underway and scheduled for completion in May 2024. STA requests allocating \$31 million in RM3 funds: \$5.3 million in design funds consistent with the LONP, and an additional \$25.5 million for the right of way phase. Since the right of way phase can begin immediately upon allocation, staff recommends allocating the requested \$31 million this month.

NVTA – Vine Transit Maintenance Facility (\$20 million)

RM3 Project 26, North Bay Transit Access Improvements, is one of six RM3 programmatic categories subject to further programming by MTC. RM3 provides a total of \$100 million in toll funds for transit improvements, including but not limited to vehicles, facilities, and access to transit facilities, benefiting the Counties of Marin, Sonoma, Napa, Solano, and Contra Costa. MTC is the listed project sponsor, and eligible applicants are any transit operator providing service in the five counties.

In June 2021, MTC programmed the RM3 North Bay Transit Access Improvements program to the five County Transportation Agencies (CTAs) by splitting the funding equally. Each county

was programmed \$20 million and MTC delegated project selection to each CTA for their county's share of the funds.

At that time, MTC also approved a \$20 million LONP to Napa Valley Transportation Authority (NVTA) for construction of the Vine Transit Maintenance Facility. The new facility will provide sufficient space for existing operations and projected growth for the next 50 years. Construction began in January 2023 and the facility is projected to be complete and open for revenue service in May 2024. NVTA has submitted an allocation request consistent with their LONP for \$20 million in construction funds.

NVTA – SR-29 Improvement Project (\$20 million)

The Napa Valley Transportation Authority (NVTA) is the project sponsor for RM3 Project 27, State Route 29 Improvement Project - Soscol Junction. RM3 provides \$20 million in toll funds for improvements to Soscol Junction, which will eliminate a major bottleneck along SR-29 in south Napa County by replacing the current at-grade signalized intersection at SR-29/221/Soscol Ferry Road with an elevated tight-diamond roundabout interchange. In April 2022, MTC approved a \$20 million LONP for construction of the State Route 29 Improvement Project. Construction of the State Route 29 Improvement Project - Soscol Junction project is underway and on track for completion in October 2024. NVTA has submitted an allocation request for \$20 million in construction funds consistent with the LONP.

CCTA – Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4 (\$13 million)

The Contra Costa Transportation Authority (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 and in May 2023, MTC approved and issued an additional \$2 million LONP for additional construction costs of the Mokelumne Trail project, for a total approved LONP amount of \$13 million for this project.

Programming and Allocations Committee

June 15, 2023

Agenda Item 3c

Attachment A

Construction of the Mokelumne Trail Bicycle/Pedestrian Overcrossing is underway and on track for completion in September 2023. CCTA has submitted an allocation request consistent with their LONP for \$13 million in construction funds.

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4583

This resolution approves the allocation of Regional Measure 3 funds for State Route 29 Improvement project, sponsored by the Napa Valley Transportation Authority (NVTA).

This Resolution includes the following attachments:

- Attachment A – Allocation Summary and Conditions of Allocation
- Attachment B – Project and Subproject Details
- Attachment C – Project Funding Plan and Schedule
- Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution allocates \$20 million in RM3 funds to the construction phase for the State Route 29 Improvement project.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated June 14, 2023.

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for State Route 29 Improvement project.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4583

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, 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, BATA 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, 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 State Route 29 Improvement project (PROJECT) is identified as capital project number 27 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the Napa Valley Transportation Authority (SPONSOR) is the project sponsor for the PROJECT; and

WHEREAS, SPONSOR has submitted a request for the allocation of RM3 funds for the PROJECT; and

WHEREAS, SPONSOR has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the SPONSOR is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of SPONSOR's IPR for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of SPONSOR's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon SPONSOR complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

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

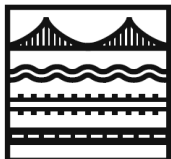
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on June 28, 2023.



Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	27
Project Title	State Route 29 Improvement
Project Sponsor	Napa Valley Transportation Authority

Activities to be funded with Allocation #1:

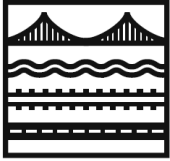
This allocation will fund the construction phase of the Soscol Junction project at 29/221/Soscol Ferry Rd. LONP approved for the construction phase for \$20 million on April 27, 2022.

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
23458301	28-Jun-23	CON	FY 2022-23	30-Jun-25	\$ 20,000,000

Cumulative Total - Allocation 1	\$ 20,000,000
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Cumulative Total - Project 27	\$ 20,000,000
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Regional Measure 3

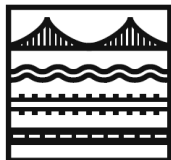
Allocation of Funds

Conditions of Allocation

RM3 Project Number	27
Project Title	State Route 29 Improvement
Project Sponsor	Napa Valley Transportation Authority

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

Conditions of Allocation #1	
1	None.
2	

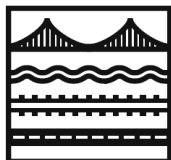


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	27	
Project Title	State Route 29 Improvement	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Napa Valley Transportation Authority (NVTA)		NVTA
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(27) State Route 29. Eligible project expenses include State Route 29 major intersection improvements, including Soscol Junction, and signal and signage improvements, which may include multimodal infrastructure and safety improvements between Carneros Highway (State Route 12/121) and American Canyon Road. The project sponsor is the Napa Valley Transportation Authority. Twenty million dollars (\$20,000,000).	\$20,000	
Sponsor Programming and Allocation Request Action		
NVTA approved the allocation resolution, Resolution No. 23-17, on May 17, 2023.		
Detailed Project/Subproject Description		
The Soscol Junction project is an operational improvement that will eliminate a major bottleneck along SR 29 in south Napa County by replacing the current at-grade signalized intersection at SR 29/221/Soscol Ferry Road with an elevated tight-diamond roundabout interchange. SR 29 will be elevated, allowing free flow north-south vehicle movements, with roundabouts constructed slightly below grade on SR 221 and Soscol Ferry Road, to accommodate turning movements on and off the highways. The Project will also create a safe bicycle and pedestrian path along the north side of the intersection that connects to existing bicycle facilities on both sides of the intersection.		



Regional Measure 3

Allocation of Funds

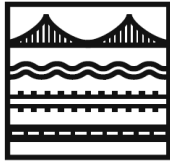
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	27
Project Title	State Route 29 Improvement
Project Sponsor	Napa Valley Transportation Authority

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	STIP	Yes	\$ 6,100	Jan-00	Feb-20
	ENV Subtotal		\$ 6,100		
PSE	STIP	Yes	\$ 5,045	Feb-20	Mar-22
	PSE Subtotal		\$ 5,045		
ROW	STIP	Yes	\$ 300	Feb-20	Mar-22
	ROW Subtotal		\$ 300		
CON	SB1 SCC	Yes	\$ 19,341	Apr-22	Nov-24
	SB1 LPP-F	Yes	\$ 422		
	Local Funds	Yes	\$ 2,761		
	RM3	Yes	\$ 20,000		
	CON Subtotal		\$ 42,524		
Capital Funding Total			\$ 53,969		



Regional Measure 3 Allocation of Funds Cash Flow Plan

RM3 Project Number	27
Project Title	State Route 29 Improvement
Project Sponsor	Napa Valley Transportation Authority

Cash Flow Plan for RM3 Deliverable Segment(s) - Funding by planned year of expenditure

Funding Source	Phase	Prior	2022-23	2023-24	2024-25	2025-26	Future committed	Total Amount (\$ thousands)
STIP	ENV	\$ 6,100						\$ 6,100
								\$ -
								\$ -
ENV Subtotal		\$ 6,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,100
STIP	PS&E	\$ 5,045						\$ 5,045
								\$ -
								\$ -
PSE Subtotal		\$ 5,045	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,045
STIP	ROW	\$ 300						\$ 300
								\$ -
								\$ -
ROW Subtotal		\$ 300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300
SB1 SCC	CON		\$ 19,341					\$ 19,341
SB1 LPP-F	CON		\$ 422					\$ 422
Local Funds	CON		\$ 2,761					\$ 2,761
RM3	CON		\$ 20,000					\$ 20,000
								\$ -
CON Subtotal		\$ -	\$ 42,524	\$ -	\$ -	\$ -	\$ -	\$ 42,524
RM 3 Funding Subtotal		\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000
Capital Funding Total		\$ 11,445	\$ 42,524	\$ -	\$ -	\$ -	\$ -	\$ 53,969

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4584

This resolution approves the allocation of Regional Measure 3 funds for North Bay Transit Access Improvements, sponsored by the Metropolitan Transportation Commission and implemented by transit operators in the Counties of Contra Costa, Marin, Napa, Solano, and Sonoma.

This Resolution includes the following attachments:

Attachment A – Allocation Summary and Conditions of Allocation

Attachment B – Project and Subproject Details

Attachment C – Project Funding Plan and Schedule

Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution allocates \$20 million in RM3 funds to the Napa Valley Transportation Authority for Construction of the Vine Transit Maintenance Facility.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated June 14, 2023.

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for North Bay Transit Access Improvements.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4584

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, 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, BATA 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, 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 North Bay Transit Access Improvements Program is identified as capital project number 26 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, MTC has approved the programming of North Bay Transit Access Improvements funds to eligible implementing agencies for projects listed in MTC Resolution No. 4411, Revised; and

WHEREAS, MTC approved a Letter of No Prejudice (LONP) through MTC Resolution No. 4412 on June 23, 2021 allowing the eligible RM3 scope as identified in the LONP to proceed while the implementing agency retained eligibility for reimbursement of RM3 funds up to the amount identified in the LONP; and

WHEREAS, each implementing agency will submit a request for the allocation of RM3 funds for their eligible project to MTC for review and approval for each project allocation request; and

WHEREAS, each implementing agency will submit an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d) to MTC for review and approval for each project allocation request; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the implementing agency is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of the implementing agency's IPR for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

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

RESOLVED, that MTC approves MTC staff's review of the implementing agency's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon each implementing agency complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

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

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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



Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	26.1
Project Title	Vine Transit Maintenance Facility
Project Sponsor	Napa Valley Transportation Authority (NVTA)

Activities to be funded with Allocation #1:

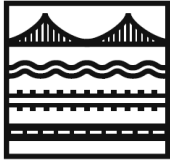
Construction activities for the Vine Transit Maintenance Facility
 \$20M LONP approved June 23, 2021

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
23458401	28-Jun-23	CON	FY2022-23	30-Jun-24	\$ 20,000,000

Cumulative Total - Allocation 1	\$ 20,000,000
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Cumulative Total - Project 26.1	\$ 20,000,000
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Regional Measure 3

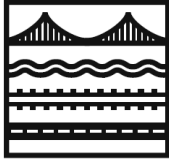
Allocation of Funds

Conditions of Allocation

RM3 Project Number	26.1
Project Title	Vine Transit Maintenance Facility
Project Sponsor	Napa Valley Transportation Authority (NVTA)

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

Conditions of Allocation #1	
1	None

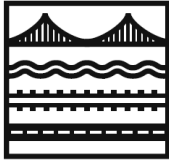


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	26.1	
Project Title	Vine Transit Maintenance Facility	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Napa Valley Transportation Authority (NVTA)		NVTA
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(26) Provide funding for transit improvements, including, but not limited to, bus capital projects, including vehicles, transit facilities, and access to transit facilities, benefiting the Counties of Marin, Sonoma, Napa, Solano, and Contra Costa. Priority shall be given to projects that are fully funded, ready for construction, and serving rail transit or transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes.	\$20,000	
Sponsor Programming and Allocation Request Action		
The NVTA Board of Directors approved NVTA Resolution No. 23-16 on 5/17/23 approving the updated IPR and \$20M allocation request. The Board previously approved programming their \$20M share of the North Bay Transit Access Improvements along with their LONP request through NVTA Resoluion No 21-02 on January 20, 2021.		
Detailed Project/Subproject Description		
NVTA will build a new bus maintenance, operations and administration facility on land purchased in 2016. The construction of facility includes six operating bays, a dispatch and command center equipped as an emergency response center, stand-alone administrative office building with training rooms, modern bus wash, bus storage for up to 100 transit vehicles of various sizes, photo-voltaic solar panels capable of producing enough to power the facility, electric bus charging stations, regional meeting/ job training center, and parking for employees and visitors.		



Regional Measure 3

Allocation of Funds

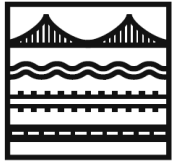
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	26.1
Project Title	Vine Transit Maintenance Facility
Project Sponsor	Napa Valley Transportation Authority (NVTA)

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	TDA	Yes	\$ 250	Mar-16	Jan-18
	ENV Subtotal		\$ 250		
PSE	TDA	Yes	\$ 2,029	Aug-17	Sep-19
	PSE Subtotal		\$ 2,029		
ROW	TDA	Yes	\$ 2,624	Sep-18	Sep-18
	ROW Subtotal		\$ 2,624		
CON	RM3	Yes	\$ 20,000	Jan-22	Apr-24
	FTA	Yes	\$ 5,253		
	STA SGR	Yes	\$ 63		
	TIFIA	Yes	\$ 9,331		
	SB1 Local Partnership	Yes	\$ 1,100		
	CON Subtotal		\$ 35,747		
Capital Funding Total			\$ 40,650		



Regional Measure 3 Allocation of Funds Cash Flow Plan

RM3 Project Number	26.1
Project Title	Vine Transit Maintenance Facility
Project Sponsor	Napa Valley Transportation Authority (NVTA)

RM3 Cash Flow Plan by Phase - Funding by planned year of expenditure

Funding Source	Phase	Prior	2022-23	2023-24	2024-25	2025-26	Future committed	Total Amount (\$ thousands)
RM 3	ENV							\$ -
								\$ -
								\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PSE							\$ -
								\$ -
								\$ -
PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	ROW							\$ -
								\$ -
								\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON		\$ 18,000	\$ 2,000				\$ 20,000
								\$ -
								\$ -
								\$ -
CON Subtotal		\$ -	\$ 18,000	\$ 2,000	\$ -	\$ -	\$ -	\$ 20,000
RM 3 Funding Subtotal		\$ -	\$ 18,000	\$ 2,000	\$ -	\$ -	\$ -	\$ 20,000
Capital Funding Total		\$ -	\$ 18,000	\$ 2,000	\$ -	\$ -	\$ -	\$ 20,000

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4585

This resolution approves the allocation of Regional Measure 3 funds for East Contra Costa County Transit Intermodal Center, sponsored by the Contra Costa Transportation Authority.

This Resolution includes the following attachments:

Attachment A – Allocation Summary and Conditions of Allocation

Attachment B – Project and Subproject Details

Attachment C – Project Funding Plan and Schedule

Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution allocates \$13 million in RM3 funds to the Contra Costa Transportation Authority for the Construction Phase of the Mokelumne Trail Bicycle/Pedestrian Overcrossing at SR-4.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated June 14, 2023.

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for the East Contra Costa County Transit Intermodal Center.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4585

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, 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, BATA 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, 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

ABSTRACT

MTC Resolution No. 4585

Page 2

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 East Contra Costa County Transit Intermodal Center is identified as capital project number 34 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the Contra Costa Transportation Authority (CCTA) is the project sponsor for the East Contra Costa County Transit Intermodal Center; and

WHEREAS, MTC approved two Letters of No Prejudice (LONPs) through MTC Resolution No. 4412 on February 24, 2021 and May 24, 2023, allowing CCTA to proceed with the eligible RM3 scope as identified in the LONPs and retain eligibility for reimbursement of RM3 funds up to the amount identified in the LONPs; and

WHEREAS, CCTA has submitted a request for the allocation of RM3 funds for the East Contra Costa County Transit Intermodal Center; and

WHEREAS, CCTA has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the CCTA is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of CCTA's IPR for this project; and

ABSTRACT

MTC Resolution No. 4585

Page 3

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

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

RESOLVED, that MTC approves MTC staff's review of CCTA's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon CCTA complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

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

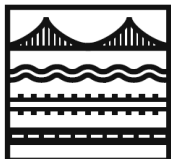
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on June 28, 2023.



Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	19
Project Title	I-680/SR-4 Interchange Improvements
Project Sponsor	Contra Costa Transportation Authority

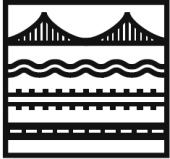
Activities to be funded with Allocation #1:
 This allocation will fund the PS&E and right-of-way phases for the I-680/SR4 Interchange Improvements project, including, but not limited to, a new direct connector between northbound I-680 and westbound SR4, a new direct connector between eastbound SR4 and southbound I-680, and widening of SR4 to add auxiliary lanes and high occupancy vehicles lanes.
 LONP approved for \$8 million for PS&E on February 24, 2021.

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
23458601	28-Jun-23	PS&E	FY 2022-23	30-Jun-24	\$ 8,000,000
23458602	28-Jun-23	ROW	FY 2022-23	30-Jun-26	\$ 5,000,000

Cumulative Total - Allocation 1	\$ 13,000,000
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Cumulative Total - Project 19	\$ 13,000,000
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Regional Measure 3

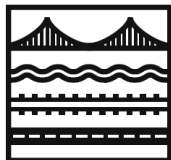
Allocation of Funds

Conditions of Allocation

RM3 Project Number	19
Project Title	I-680/SR-4 Interchange Improvements
Project Sponsor	Contra Costa Transportation Authority

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

Conditions of Allocation #1	
1	The allocation is contingent upon the CCTA Board approving the allocation resolution on June 21, 2023.
2	

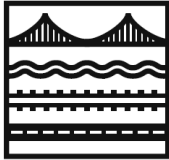


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	19	
Project Title	I-680/SR-4 Interchange Improvements	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Contra Costa Transportation Authority (CCTA)		CCTA
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(19) Contra Costa Interstate 680/State Route 4 Interchange Improvements. Fund improvements to the Interstate 680/State Route 4 interchange to improve safety and reduce congestion, including, but not limited to, a new direct connector between northbound Interstate 680 and westbound State Route 4, a new direct connector between eastbound State Route 4 and southbound Interstate 680, and widening of State Route 4 to add auxiliary lanes and high-occupancy vehicle lanes. The project sponsor is the Contra Costa Transportation Authority. Two hundred ten million dollars (\$210,000,000).	\$210,000	
Sponsor Programming and Allocation Request Action		
The CCTA Board is scheduled to adopt the allocation resolution at its meeting on June 21, 2023.		
Detailed Project/Subproject Description		
The Project will fund improvements to I-680/SR4 Interchange to improve safety and reduce congestion, including, but not limited to, a new direct connector between northbound I-680 and westbound SR4, a new direct connector between eastbound SR4 and southbound I-680, and widening of SR4 to add auxiliary lanes and high occupancy vehicles lanes.		



Regional Measure 3

Allocation of Funds

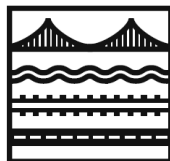
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	19
Project Title	I-680/SR-4 Interchange Improvements
Project Sponsor	Contra Costa Transportation Authority

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV				Jul-21	Sep-23
	ENV Subtotal		\$ -		
PSE	RM3	Yes	\$ 8,000	Jul-21	Jun-24
	SB1 TCEP	Yes	\$ 18,000		
	PSE Subtotal		\$ 26,000		
ROW	RM3	No	\$ 49,236	Jun-23	Oct-25
	ROW Subtotal		\$ 49,236		
CON	RM3	No	\$ 152,264	Mar-26	Sep-28
	SB1 LPP Formula	No	\$ 8,000		
	TBD	No	\$ 195,609		
	CON Subtotal		\$ 355,873		
Capital Funding Total			\$ 431,109		



Regional Measure 3

Allocation of Funds

Cash Flow Plan

RM3 Project Number	19
Project Title	I-680/SR-4 Interchange Improvements
Project Sponsor	Contra Costa Transportation Authority

Cash Flow Plan for RM3 Deliverable Segment(s) - Funding by planned year of expenditure

Funding Source	Phase	Prior	2022-23	2023-24	2024-25	2025-26	Future committed	Total Amount (\$ thousands)
RM 3	ENV							\$ -
								\$ -
								\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PS&E			\$ 8,000				\$ 8,000
SB1 TCEP	PS&E			\$ 18,000				\$ 18,000
								\$ -
PSE Subtotal		\$ -	\$ -	\$ 26,000	\$ -	\$ -	\$ -	\$ 26,000
RM 3	ROW			\$ 5,000				\$ 5,000
								\$ -
								\$ -
ROW Subtotal		\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
RM 3	CON							\$ -
								\$ -
								\$ -
								\$ -
								\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3 Funding Subtotal		\$ -	\$ -	\$ 13,000	\$ -	\$ -	\$ -	\$ 13,000
Capital Funding Total		\$ -	\$ -	\$ 31,000	\$ -	\$ -	\$ -	\$ 31,000

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4586

This resolution approves the allocation of Regional Measure 3 funds for Interstate 680/ State Route 4 (I-680/SR-4) Interchange Improvements project, sponsored by the Contra Costa Transportation Authority (CCTA).

This Resolution includes the following attachments:

- Attachment A – Allocation Summary and Conditions of Allocation
- Attachment B – Project and Subproject Details
- Attachment C – Project Funding Plan and Schedule
- Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution allocates \$8 million in RM3 funds to final design phase and \$5 million to the right-of-way phase for the I-680/SR-4 Interchange Improvements project.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated June 14, 2023.

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for I-680/SR-4 Interchange Improvements project.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4586

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, 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, BATA 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, 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

ABSTRACT

MTC Resolution No. 4586

Page 2

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 I-680/SR-4 Interchange Improvements project (PROJECT) is identified as capital project number 19 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the Contra Costa Transportation Authority (SPONSOR) is the project sponsor for the PROJECT; and

WHEREAS, SPONSOR has submitted a request for the allocation of RM3 funds for the PROJECT; and

WHEREAS, SPONSOR has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the SPONSOR is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of SPONSOR's IPR for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of SPONSOR's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon SPONSOR complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

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

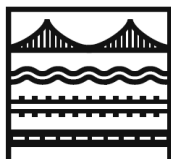
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on June 28, 2023.



Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	19
Project Title	I-680/SR-4 Interchange Improvements
Project Sponsor	Contra Costa Transportation Authority

Activities to be funded with Allocation #1:

This allocation will fund the PS&E and right-of-way phases for the I-680/SR4 Interchange Improvements project, including, but not limited to, a new direct connector between northbound I-680 and westbound SR4, a new direct connector between eastbound SR4 and southbound I-680, and widening of SR4 to add auxiliary lanes and high occupancy vehicles lanes.

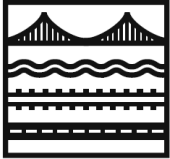
LONP approved for \$8 million for PS&E on February 24, 2021.

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
23458601	28-Jun-23	PS&E	FY 2022-23	30-Jun-24	\$ 8,000,000
23458602	28-Jun-23	ROW	FY 2022-23	30-Jun-26	\$ 5,000,000

Cumulative Total - Allocation 1	\$ 13,000,000
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Cumulative Total - Project 19	\$ 13,000,000
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Regional Measure 3

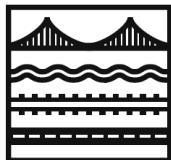
Allocation of Funds

Conditions of Allocation

RM3 Project Number	19
Project Title	I-680/SR-4 Interchange Improvements
Project Sponsor	Contra Costa Transportation Authority

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

Conditions of Allocation #1	
1	The allocation is contingent upon the CCTA Board approving the allocation resolution on June 21, 2023.
2	



Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	19	
Project Title	I-680/SR-4 Interchange Improvements	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Contra Costa Transportation Authority (CCTA)		CCTA
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(19) Contra Costa Interstate 680/State Route 4 Interchange Improvements. Fund improvements to the Interstate 680/State Route 4 interchange to improve safety and reduce congestion, including, but not limited to, a new direct connector between northbound Interstate 680 and westbound State Route 4, a new direct connector between eastbound State Route 4 and southbound Interstate 680, and widening of State Route 4 to add auxiliary lanes and high-occupancy vehicle lanes. The project sponsor is the Contra Costa Transportation Authority. Two hundred ten million dollars (\$210,000,000).	\$210,000	
Sponsor Programming and Allocation Request Action		
The CCTA Board is scheduled to adopt the allocation resolution at its meeting on June 21, 2023.		
Detailed Project/Subproject Description		
The Project will fund improvements to I-680/SR4 Interchange to improve safety and reduce congestion, including, but not limited to, a new direct connector between northbound I-680 and westbound SR4, a new direct connector between eastbound SR4 and southbound I-680, and widening of SR4 to add auxiliary lanes and high occupancy vehicles lanes.		



Regional Measure 3

Allocation of Funds

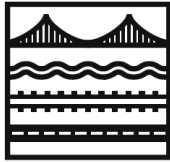
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	19
Project Title	I-680/SR-4 Interchange Improvements
Project Sponsor	Contra Costa Transportation Authority

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV				Jul-21	Sep-23
	ENV Subtotal		\$ -		
PSE	RM3	Yes	\$ 8,000	Jul-21	Jun-24
	SB1 TCEP	Yes	\$ 18,000		
	PSE Subtotal		\$ 26,000		
ROW	RM3	No	\$ 49,236	Jun-23	Oct-25
	ROW Subtotal		\$ 49,236		
CON	RM3	No	\$ 152,264	Mar-26	Sep-28
	SB1 LPP Formula	No	\$ 8,000		
	TBD	No	\$ 195,609		
	CON Subtotal		\$ 355,873		
Capital Funding Total			\$ 431,109		



Regional Measure 3

Allocation of Funds

Cash Flow Plan

RM3 Project Number	19
Project Title	I-680/SR-4 Interchange Improvements
Project Sponsor	Contra Costa Transportation Authority

Cash Flow Plan for RM3 Deliverable Segment(s) - Funding by planned year of expenditure

Funding Source	Phase	Prior	2022-23	2023-24	2024-25	2025-26	Future committed	Total Amount (\$ thousands)
RM 3	ENV							\$ -
								\$ -
								\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PS&E			\$ 8,000				\$ 8,000
SB1 TCEP	PS&E			\$ 18,000				\$ 18,000
								\$ -
PSE Subtotal		\$ -	\$ -	\$ 26,000	\$ -	\$ -	\$ -	\$ 26,000
RM 3	ROW			\$ 5,000				\$ 5,000
								\$ -
								\$ -
ROW Subtotal		\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
RM 3	CON							\$ -
								\$ -
								\$ -
								\$ -
								\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3 Funding Subtotal		\$ -	\$ -	\$ 13,000	\$ -	\$ -	\$ -	\$ 13,000
Capital Funding Total		\$ -	\$ -	\$ 31,000	\$ -	\$ -	\$ -	\$ 31,000

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4591

This resolution approves the allocation of Regional Measure 3 funds for Interstate 80 Express Lanes project in Solano County, sponsored by the Solano Transportation Authority (STA).

This Resolution includes the following attachments:

Attachment A – Allocation Summary and Conditions of Allocation

Attachment B – Project and Subproject Details

Attachment C – Project Funding Plan and Schedule

Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution allocates \$70.4 million in RM3 funds to construction phase for the I-80 Express Lanes project in Solano County.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated June 14, 2023.

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for I-80 Express Lanes project in Solano County.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4591

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, 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, BATA 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, 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

ABSTRACT

MTC Resolution No. 4591

Page 2

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 I-80 Express Lanes project in Solano County (PROJECT) is part of the programmatic category of projects identified within capital project number 2 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the Solano Transportation Authority (SPONSOR) is the project sponsor for the PROJECT; and

WHEREAS, SPONSOR has submitted a request for the allocation of RM3 funds for the PROJECT; and

WHEREAS, SPONSOR has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the SPONSOR is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of SPONSOR's IPR for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

ABSTRACT

MTC Resolution No. 4591

Page 3

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

RESOLVED, that MTC approves MTC staff's review of SPONSOR's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon SPONSOR complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

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

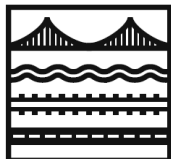
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on June 28, 2023.



Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	2.1
Project Title	I-80 Express Lanes in Solano County
Project Sponsor	Solano Transportation Authority

Activities to be funded with Allocation #1:

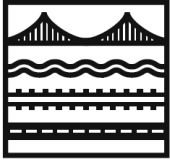
This allocation will fund the construction phase of the I-80 Express Lanes project in Solano County. LONP approved for construction phase for \$70,424,000 on April 28, 2021.

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
23459101	28-Jun-23	CON	FY 2022-23	30-Jun-25	\$ 70,424,000

Cumulative Total - Allocation 1	\$ 70,424,000
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Cumulative Total - Project 2.1	\$ 70,424,000
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Regional Measure 3

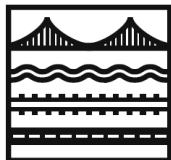
Allocation of Funds

Conditions of Allocation

RM3 Project Number	2.1
Project Title	I-80 Express Lanes in Solano County
Project Sponsor	Solano Transportation Authority

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

Conditions of Allocation #1	
1	Allocation is contingent upon STA approving the allocation resolution at its meeting on June 14, 2023.
2	



Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	2.1	
Project Title	I-80 Express Lanes in Solano County	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Solano Transportation Authority (STA)		STA/Caltrans
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(2) Bay Area Corridor Express Lanes. Fund the environmental review, design, and construction of express lanes to complete the Bay Area Express Lane Network, including supportive operational improvements to connecting transportation facilities. Eligible projects include, but are not limited to, express lanes on Interstate 80, Interstate 580, and Interstate 680 in the Counties of Alameda and Contra Costa, Interstate 880 in the County of Alameda, Interstate 280 in the City and County of San Francisco, Highway 101 in the City and County of San Francisco and the County of San Mateo, State Route 84 and State Route 92 in the Counties of Alameda and San Mateo, Interstate 80 from Red Top Road to the intersection with Interstate 505 in the County of Solano, and express lanes in the County of Santa Clara. Eligible project sponsors include the Bay Area Infrastructure Financing Authority, and any countywide or multicounty agency in a bay area county that is authorized to implement express lanes. The Metropolitan Transportation Commission shall make funds available based on performance criteria, including benefit-cost and project readiness. Three hundred million dollars (\$300,000,000).	\$85,000	
Sponsor Programming and Allocation Request Action		
The Solano Transportation Authority will consider the allocation resolution at its meeting on June 14, 2023.		
Detailed Project/Subproject Description		
The I-80 Express Lanes project in Solano County converts existing eastbound and westbound carpool lanes between Red Top Road and Air Base Parkway to managed lanes in Fairfield. The project also constructs new eastbound and westbound managed lanes between Air Base Parkway and I-505 in Vacaville.		



Regional Measure 3

Allocation of Funds

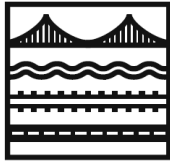
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	2.1
Project Title	I-80 Express Lanes in Solano County
Project Sponsor	Solano Transportation Authority

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	Bridge Tolls (RM2/AB1171)	Yes	\$ 10,900	Jun-09	Dec-15
	ENV Subtotal		\$ 10,900		
PSE	Bridge Tolls (RM2/AB1171)	Yes	\$ 4,300	Dec-15	Jun-21
	BAIFA	Yes	\$ 14,100		
	Other Federal/State	Yes	\$ 5,100		
	PSE Subtotal		\$ 23,500		
ROW	BAIFA	Yes	\$ 3,200	Dec-15	Dec-23
	ROW Subtotal		\$ 3,200		
CON	RM3	Yes	\$ 70,424	Oct-21	Oct-24
	SB1 Trade Corridor Enhancement Program	Yes	\$ 123,400		
	STIP	Yes	\$ 17,300		
	CON Subtotal		\$ 211,124		
Capital Funding Total			\$ 248,724		



Regional Measure 3

Allocation of Funds

Cash Flow Plan

RM3 Project Number	2.1
Project Title	I-80 Express Lanes in Solano County
Project Sponsor	Solano Transportation Authority

Cash Flow Plan for RM3 Deliverable Segment(s) - Funding by planned year of expenditure

Funding Source	Phase	Prior	2022-23	2023-24	2024-25	2025-26	Future committed	Total Amount (\$ thousands)
Bridge Tolls	ENV	\$ 10,900						\$ 10,900
								\$ -
								\$ -
ENV Subtotal		\$ 10,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,900
Bridge Tolls	PS&E	\$ 4,300						\$ 4,300
BAIFA	PS&E	\$ 14,100						\$ 14,100
Other	PS&E	\$ 5,100						\$ 5,100
PSE Subtotal		\$ 23,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,500
BAIFA	ROW	\$ 3,200						\$ 3,200
								\$ -
								\$ -
ROW Subtotal		\$ 3,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,200
RM 3	CON		\$ 70,424					\$ 70,424
SB1 TCEP	CON		\$ 123,400					\$ 123,400
STIP	CON		\$ 17,300					\$ 17,300
								\$ -
								\$ -
CON Subtotal		\$ -	\$ 211,124	\$ -	\$ -	\$ -	\$ -	\$ 211,124
RM 3 Funding Subtotal		\$ -	\$ 70,424	\$ -	\$ -	\$ -	\$ -	\$ 70,424
Capital Funding Total		\$ 37,600	\$ 211,124	\$ -	\$ -	\$ -	\$ -	\$ 248,724

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4592

This resolution approves the allocation of Regional Measure 3 funds for I-80 Express Lanes project in Solano County (Toll Systems), sponsored by the Bay Area Infrastructure Financing Authority (BAIFA).

This Resolution includes the following attachments:

- Attachment A – Allocation Summary and Conditions of Allocation
- Attachment B – Project and Subproject Details
- Attachment C – Project Funding Plan and Schedule
- Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution allocates \$14.6 million in RM3 funds to the construction phase for the I-80 Express Lanes project in Solano County (Toll Systems).

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated June 14, 2023.

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for I-80 Express Lanes project in Solano County (Toll Systems).

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4592

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, 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, BATA 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, 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

ABSTRACT

MTC Resolution No. 4592

Page 2

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 I-80 Express Lanes project in Solano County – Toll Systems (PROJECT) is part of the programmatic category of projects identified within capital project number 2 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the Bay Area Infrastructure Financing Authority (SPONSOR) is the project sponsor for the PROJECT; and

WHEREAS, SPONSOR has submitted a request for the allocation of RM3 funds for the PROJECT; and

WHEREAS, SPONSOR has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the SPONSOR is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of SPONSOR's IPR for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

ABSTRACT

MTC Resolution No. 4592

Page 3

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

RESOLVED, that MTC approves MTC staff's review of SPONSOR's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon SPONSOR complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

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

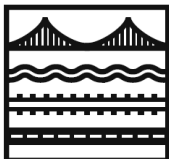
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on June 28, 2023.



Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	2.2
Project Title	I-80 Express Lanes project in Solano County (Toll Systems)
Project Sponsor	Bay Area Infrastructure Financing Authority

Activities to be funded with Allocation #1:

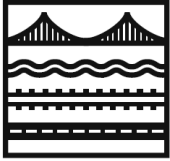
This allocation will fund the various toll systems on the project, including but not limited to overhead signs, electronic tolling equipment, median lighting, conduits, and traffic control devices.

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
23459201	28-Jun-23	CON	FY 2022-23	30-Jun-25	\$ 14,576,000

Cumulative Total - Allocation 1	\$ 14,576,000
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Cumulative Total - Project 2.2	\$ 14,576,000
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Regional Measure 3

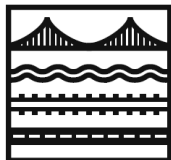
Allocation of Funds

Conditions of Allocation

RM3 Project Number	2.2
Project Title	I-80 Express Lanes project in Solano County (Toll Systems)
Project Sponsor	Bay Area Infrastructure Financing Authority

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

Conditions of Allocation #1	
1	This allocation is contingent upon the BAIFA Board approving the allocation resolution on June 28, 2023.
2	

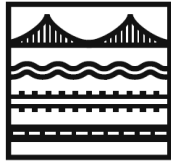


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	2.2	
Project Title	I-80 Express Lanes project in Solano County (Toll Systems)	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Bay Area Infrastructure Financing Authority (BAIFA)		BAIFA
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(2) Bay Area Corridor Express Lanes. Fund the environmental review, design, and construction of express lanes to complete the Bay Area Express Lane Network, including supportive operational improvements to connecting transportation facilities. Eligible projects include, but are not limited to, express lanes on Interstate 80, Interstate 580, and Interstate 680 in the Counties of Alameda and Contra Costa, Interstate 880 in the County of Alameda, Interstate 280 in the City and County of San Francisco, Highway 101 in the City and County of San Francisco and the County of San Mateo, State Route 84 and State Route 92 in the Counties of Alameda and San Mateo, Interstate 80 from Red Top Road to the intersection with Interstate 505 in the County of Solano, and express lanes in the County of Santa Clara. Eligible project sponsors include the Bay Area Infrastructure Financing Authority, and any countywide or multicounty agency in a bay area county that is authorized to implement express lanes. The Metropolitan Transportation Commission shall make funds available based on performance criteria, including benefit-cost and project readiness. Three hundred million dollars (\$300,000,000).	\$85,000	
Sponsor Programming and Allocation Request Action		
The BAIFA Board will consider the allocation resolution at its meeting on June 28, 2023.		
Detailed Project/Subproject Description		
The I-80 Express Lanes in Solano County project will construct managed lanes on westbound and eastbound I-80. The project will install static and dynamic overhead signs, electronic tolling equipment, median lighting, toll collection subsystems, electrical and communication conduits, and traffic control devices. This subproject is specific to the BAIFA sponsored and implemented Toll System portion of the project. It will connect to priced managed lanes on I-80 through Alameda and Contra Costa County.		



Regional Measure 3

Allocation of Funds

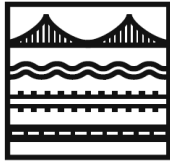
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	2.2
Project Title	I-80 Express Lanes project in Solano County (Toll Systems)
Project Sponsor	Bay Area Infrastructure Financing Authority

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV					
	ENV Subtotal		\$ -		
PSE					
	PSE Subtotal		\$ -		
ROW					
	ROW Subtotal		\$ -		
CON	RM3	Yes	\$ 31,276		
	CON Subtotal		\$ 31,276	Jan-22	May-25
Capital Funding Total			\$ 31,276		



Regional Measure 3 Allocation of Funds Cash Flow Plan

RM3 Project Number	2.2
Project Title	I-80 Express Lanes project in Solano County (Toll Systems)
Project Sponsor	Bay Area Infrastructure Financing Authority

Cash Flow Plan for RM3 Deliverable Segment(s) - Funding by planned year of expenditure

Funding Source	Phase	Prior	2022-23	2023-24	2024-25	2025-26	Future committed	Total Amount (\$ thousands)
RM3	ENV							\$ -
								\$ -
								\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PS&E							\$ -
								\$ -
								\$ -
PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	ROW							\$ -
								\$ -
								\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON		\$ 14,576					\$ 14,576
RM 3 (Pending)	CON			\$ 16,700				\$ 16,700
								\$ -
								\$ -
								\$ -
CON Subtotal		\$ -	\$ 14,576	\$ 16,700	\$ -	\$ -	\$ -	\$ 31,276
RM 3 Funding Subtotal		\$ -	\$ 14,576	\$ 16,700	\$ -	\$ -	\$ -	\$ 31,276
Capital Funding Total		\$ -	\$ 14,576	\$ 16,700	\$ -	\$ -	\$ -	\$ 31,276

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4593

This resolution approves the allocation of Regional Measure 3 funds for the US-101 Marin-Sonoma Narrows project, sponsored by the Transportation Authority of Marin (TAM).

This Resolution includes the following attachments:

Attachment A – Allocation Summary and Conditions of Allocation

Attachment B – Project and Subproject Details

Attachment C – Project Funding Plan and Schedule

Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution allocates \$7.1 million in RM3 funds to the right-of-way phase and \$80.9 million to the construction phase for the US-101 Marin-Sonoma Narrows project.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated June 14, 2023.

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for US-101 Marin-Sonoma Narrows project.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4593

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, 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, BATA 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, 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

ABSTRACT

MTC Resolution No. 4593

Page 2

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 US-101 Marin-Sonoma Narrows Contract B7 project (PROJECT) is identified as capital project number 20.1 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the Transportation Authority of Marin (SPONSOR) is the project sponsor for the PROJECT; and

WHEREAS, SPONSOR has submitted a request for the allocation of RM3 funds for the PROJECT; and

WHEREAS, SPONSOR has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the SPONSOR is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of SPONSOR's IPR for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of SPONSOR's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon SPONSOR complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

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

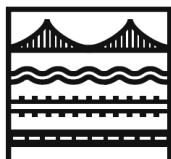
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on June 28, 2023.



Regional Measure 3

Allocation of Funds

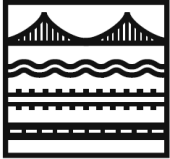
Allocation Summary

RM3 Project Number	20.1
Project Title	US-101 Marin-Sonoma Narrows (Marin Segment)
Project Sponsor	Transportation Authority of Marin

Activities to be funded with Allocation #1:					
This allocation will fund the right-of-way and construction phases for the Marin-Sonoma Narrows (MSN) Contract B7 project that will to construct a southbound HOV lane from the Marin/Sonoma County line to just south of the Franklin Avenue Overhead (6.0 miles), and a northbound HOV lane from north of Atherton Avenue Overcrossing to the Marin/Sonoma County line (3.5 miles).					
LONP approved for the ROW phase for \$7,100,000 on Dec. 16, 2020.					
LONP approved for the CON phase for \$80,878,000 on Apr. 28, 2021.					
Funding Information:					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
23459301	28-Jun-23	ROW	FY 2022-23	30-Jun-24	\$ 7,100,000
23459302	28-Jun-23	CON	FY 2022-23	30-Jun-25	\$ 80,878,000

Cumulative Total - Allocation 1	\$ 87,978,000
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Cumulative Total - Project 20.1	\$ 87,978,000
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Regional Measure 3

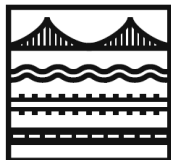
Allocation of Funds

Conditions of Allocation

RM3 Project Number	20.1
Project Title	US-101 Marin-Sonoma Narrows (Marin Segment)
Project Sponsor	Transportation Authority of Marin

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

Conditions of Allocation #1	
1	This allocation is contingent upon the TAM Board approving the allocation resolution on June 22, 2023.
2	

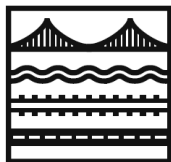


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	20.1	
Project Title	US-101 Marin-Sonoma Narrows (Marin Segment)	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Transportation Authority of Marin (TAM)		TAM
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(20) Highway 101-Marin/Sonoma Narrows. Construct northbound and southbound high-occupancy vehicle lanes on Highway 101 between Petaluma Boulevard South in Petaluma and Atherton Avenue in Novato. The project sponsors are the Transportation Authority of Marin and the Sonoma County Transportation Authority. One hundred twenty million dollars (\$120,000,000).	\$120,000	
Sponsor Programming and Allocation Request Action		
The TAM Board will consider the allocation resolution at its meeting on June 22, 2023.		
Detailed Project/Subproject Description		
Marin-Sonoma Narrows (MSN) Contract B7 Project will widen US 101 to construct a southbound HOV lane from 0.3 miles south of the Marin/Sonoma County line to just south of the Franklin Avenue Overhead (6.0 miles), and a northbound HOV lane from 1.7 miles north of Atherton Avenue Overcrossing to 0.3 miles south of the Marin/Sonoma County line (3.5 miles). The MSN Contract B8 will relocate all the necessary overhead utilities outside of the freeway ROW, provide additional Class II bike lanes and address all remaining access control issues along this project segment.		



Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	20.1
Project Title	US-101 Marin-Sonoma Narrows (Marin Segment)
Project Sponsor	Transportation Authority of Marin

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV				Apr-01	Oct-09
	ENV Subtotal		\$ -		
PSE	TAM Local Funds	Yes	\$ 4,800	Nov-17	Dec-20
	SB1- Local Partnership Program	Yes	\$ 500		
	Federal Surface Transportation Block Grant Pgm	Yes	\$ 2,000		
	PSE Subtotal		\$ 7,300		
ROW	TAM Local Funds	Yes	\$ 245	Dec-20	May-23
	RM3	Yes	\$ 7,100		
	ROW Subtotal		\$ 7,345		
CON	SB1- Solutions for Congested Corridors Pgm	Yes	\$ 40,118	Jun-21	Dec-23
	RM3	Yes	\$ 80,878		
	CON Subtotal		\$ 120,996		
Capital Funding Total			\$ 135,641		

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4594

This resolution approves the allocation of Regional Measure 3 funds for Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project, sponsored by the Solano Transportation Authority (STA).

This Resolution includes the following attachments:

- Attachment A – Allocation Summary and Conditions of Allocation
- Attachment B – Project and Subproject Details
- Attachment C – Project Funding Plan and Schedule
- Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution allocates \$1.9 million in RM3 funds to right-of-way phase for the I-680/SR-4 Interchange Improvements project.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated June 14, 2023.

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for I-80/I-680/SR-12 Interchange project.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4594

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, 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, BATA 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, 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

ABSTRACT

MTC Resolution No. 4594

Page 2

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 I-80/I-680/SR-12 Interchange project (PROJECT) is identified as capital project number 21 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the Solano Transportation Authority (SPONSOR) is the project sponsor for the PROJECT; and

WHEREAS, SPONSOR has submitted a request for the allocation of RM3 funds for the PROJECT; and

WHEREAS, SPONSOR has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the SPONSOR is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of SPONSOR's IPR for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of SPONSOR's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon SPONSOR complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

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

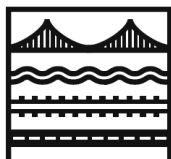
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on June 28, 2023.



Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	21.1
Project Title	I-80/I-680/SR-12 Interchange Project (Package 2)
Project Sponsor	Solano Transportation Authority

Activities to be funded with Allocation #1:

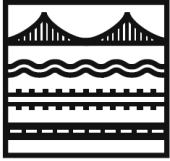
This allocation will fund the right-of-way phase for the I-80/680/SR-12 Interchange project (Package 2). LONPs for right-of-way phase approved for: \$375,000 on Jan. 26, 2022; \$800,000 on Jun. 22, 2022; and \$700,000 on Feb. 15, 2023.

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
23459401	28-Jun-23	ROW	FY 2022-23	30-Jun-24	\$ 1,875,000

Cumulative Total - Allocation 1	\$ 1,875,000
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Cumulative Total - Project 21	\$ 1,875,000
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Regional Measure 3

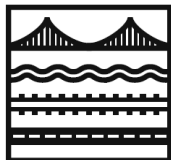
Allocation of Funds

Conditions of Allocation

RM3 Project Number	21.1
Project Title	I-80/I-680/SR-12 Interchange Project (Package 2)
Project Sponsor	Solano Transportation Authority

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

Conditions of Allocation #1	
1	This allocation is contingent upon the STA Board approving the allocation resolution on June 14, 2023.
2	

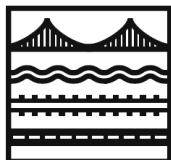


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	21.1	
Project Title	I-80/I-680/SR-12 Interchange Project (Package 2)	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Solano Transportation Authority (STA)		STA/Caltrans
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(21) Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project. Construct Red Top Road interchange and westbound Interstate 80 to southbound Interstate 680 connector. The project sponsor is the Solano Transportation Authority. One hundred fifty million dollars (\$150,000,000).	\$150,000	
Sponsor Programming and Allocation Request Action		
The STA Board will consider the allocation resolution at its meeting on June 14, 2023.		
Detailed Project/Subproject Description		
The I-80/I-680/SR 12 Interchange Project proposes improvements to address traffic operations and congestion in the existing interchange complex. Package 2 will remove the existing eastbound SR 12W to eastbound I-80 connector. A new two-lane highway alignment and bridge structure for the eastbound SR 12W to eastbound I-80 will be constructed that meets the design requirements for future project phases. The new bridge structure will be designed to accommodate a future connector to southbound I-680. The project will construct the off-ramp from eastbound SR 12W to Green Valley Road. A braided ramp connection for eastbound I-80 to Green Valley Road and southbound I-680 will also be constructed. Construction of this project started in the summer of 2020 and opened to traffic late 2022.		



Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	21.1
Project Title	I-80/I-680/SR-12 Interchange Project (Package 2)
Project Sponsor	Solano Transportation Authority

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV				Oct-02	Dec-12
	ENV Subtotal		\$ -		
PSE	STIP	Yes	\$ 9,000	Jun-18	Jun-20
	PSE Subtotal		\$ 9,000		
ROW	RM3	Yes	\$ 1,875	Mar-19	Dec-22
	STIP	Yes	\$ 3,200		
	RM3 (Pending)	Yes	\$ 7,300		
	ROW Subtotal		\$ 12,375		
CON	RM3 (Pending)	Yes	\$ 7,100	Sep-20	Dec-23
	SB1 Trade Corridor Enhancement Program	Yes	\$ 53,200		
	RM3 (Pending)	Yes	\$ 16,700		
	CON Subtotal		\$ 77,000		
Capital Funding Total			\$ 98,375		

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4595

This resolution approves the allocation of Regional Measure 3 funds for the Interstate 80 Westbound Truck Scales project, sponsored by the Solano Transportation Authority (STA).

This Resolution includes the following attachments:

Attachment A – Allocation Summary and Conditions of Allocation

Attachment B – Project and Subproject Details

Attachment C – Project Funding Plan and Schedule

Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution allocates \$5.3 million in RM3 funds to the final design phase and \$25.5 million to the right-of-way phase for the Interstate 80 Westbound Truck Scales project.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated June 14, 2023.

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for Interstate 80 Westbound Truck Scales project.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4595

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, 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, BATA 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, 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

ABSTRACT

MTC Resolution No. x, Revised

Page 2

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 Interstate 80 Westbound Truck Scales project (PROJECT) is identified as capital project number 22 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the Solano Transportation Authority (SPONSOR) is the project sponsor for the PROJECT; and

WHEREAS, SPONSOR has submitted a request for the allocation of RM3 funds for the PROJECT; and

WHEREAS, SPONSOR has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the SPONSOR is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of SPONSOR's IPR for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of SPONSOR's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon SPONSOR complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

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

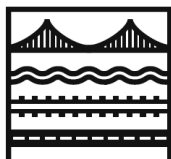
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on June 28, 2023.



Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	22
Project Title	I-80 Westbound Truck Scales
Project Sponsor	Solano Transportation Authority

Activities to be funded with Allocation #1:

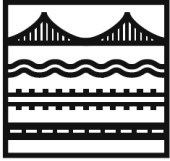
This allocation will fund the PS&E and right-of-way phases for the I-80 Westbound Truck Scales project that will replace the existing Cordelia Truck Scales along Westbound I-80 in Solano County. LONP approved for the PS&E phase for \$5,268,000 on April 28, 2021.

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
23459501	28-Jun-23	PS&E	FY 2022-23	30-Jun-24	\$ 5,268,000
23459502	28-Jun-23	ROW	FY 2022-23	30-Jun-25	\$ 25,470,000

Cumulative Total - Allocation 1	\$ 30,738,000
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Cumulative Total - Project 22	\$ 30,738,000
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Regional Measure 3

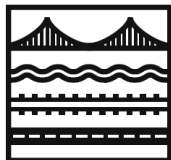
Allocation of Funds

Conditions of Allocation

RM3 Project Number	22
Project Title	I-80 Westbound Truck Scales
Project Sponsor	Solano Transportation Authority

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

Conditions of Allocation #1	
1	This allocation is contingent upon the STA Board approving the allocation resolution on June 14, 2023.
2	

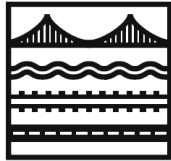


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	22	
Project Title	I-80 Westbound Truck Scales	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Solano Transportation Authority (STA)		STA
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(22) Interstate 80 Westbound Truck Scales. Improve freight mobility, reliability, and safety on the Interstate 80 corridor by funding improvements to the Interstate 80 Westbound Truck Scales in the County of Solano. The project sponsor is the Solano Transportation Authority. One hundred five million dollars (\$105,000,000).	\$105,000	
Sponsor Programming and Allocation Request Action		
The STA Board is scheduled to approve the allocation resolution at its meeting on June 14, 2023.		
Detailed Project/Subproject Description		
The Project will replace the existing Cordelia Truck Scales along Westbound I-80 in Solano County. The new WB I-80 Truck Scales will be relocated 0.7 mile east from its current location and will provide a new braided offramp connection and new entrance ramp connection to/from Westbound I-80. Direct access to the facility will also be provided from westbound State Route 12 (East). The new facility will have the capacity to inspect all westbound I-80 trucks passing the facility 24 hours per day, seven days a week.		



Regional Measure 3

Allocation of Funds

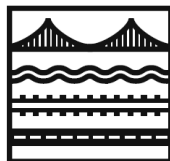
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	22
Project Title	I-80 Westbound Truck Scales
Project Sponsor	Solano Transportation Authority

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV				Oct-02	Dec-12
	ENV Subtotal		\$ -		
PSE	Regional Measure 3	Yes	\$ 5,268	Jun-21	Jun-24
	SB1 Trade Corridor Enhancement Program	Yes	\$ 24,002		
	PSE Subtotal		\$ 29,270		
ROW	Regional Measure 3	Yes	\$ 25,470	Jan-23	Jun-24
	ROW Subtotal		\$ 25,470		
CON	Regional Measure 3	Yes	\$ 59,500	Dec-24	Dec-27
	Future Funds	No	\$ 129,000		
	Regional Measure 3 (Landscaping)	Yes	\$ 14,762		
	CON Subtotal		\$ 203,262		
Capital Funding Total			\$ 258,002		



Regional Measure 3

Allocation of Funds

Cash Flow Plan

RM3 Project Number	22
Project Title	I-80 Westbound Truck Scales
Project Sponsor	Solano Transportation Authority

Cash Flow Plan for RM3 Deliverable Segment(s) - Funding by planned year of expenditure

Funding Source	Phase	Prior	2022-23	2023-24	2024-25	2025-26	Future committed	Total Amount (\$ thousands)
RM 3	ENV							\$ -
								\$ -
								\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM3	PSE		\$ 5,268					\$ 5,268
SB1 TCEP	PSE		\$ 12,001	\$ 12,001				\$ 24,002
								\$ -
PSE Subtotal		\$ -	\$ 17,269	\$ 12,001	\$ -	\$ -	\$ -	\$ 29,270
RM 3	ROW		\$ 25,470					\$ 25,470
								\$ -
								\$ -
ROW Subtotal		\$ -	\$ 25,470	\$ -	\$ -	\$ -	\$ -	\$ 25,470
RM3	CON				\$ 59,500			\$ 59,500
SB1/Other	CON				\$ 32,250	\$ 32,250	\$ 64,500	\$ 129,000
RM3 (Landscaping)	CON						\$ 14,762	\$ 14,762
								\$ -
								\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ 91,750	\$ 32,250	\$ 79,262	\$ 203,262
RM 3 Funding Subtotal		\$ -	\$ 30,738	\$ -	\$ 59,500	\$ -	\$ 14,762	\$ 105,000
Capital Funding Total		\$ -	\$ 42,739	\$ 12,001	\$ 91,750	\$ 32,250	\$ 79,262	\$ 258,002