



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Metropolitan Transportation Commission

*Alfredo Pedroza, Chair   Nick Josefowitz, Vice Chair*

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Wednesday, June 28, 2023

9:35 AM

Board Room - 1st Floor

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The Metropolitan Transportation Commission is scheduled to meet on Wednesday, June 28, 2023 at 9:35 a.m. in the Bay Area Metro Center at 375 Beale Street, Board Room (1st Floor). This meeting shall consist of a simultaneous teleconference call at the following location(s):  
Pinole Public Library, 2935 Valley Road, Pinole, CA 94564

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/81604056537>

Or iPhone one-tap:

+13462487799,,81604056537# US (Houston) or +16694449171,,81604056537# US

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

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

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

Webinar ID: 816 0405 6537

International numbers available: <https://bayareametro.zoom.us/j/kcPx2zorn5>

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

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

**Commission Roster:**

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

**1. Call to Order / Roll Call / Confirm Quorum**

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

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

**3. Compensation Announcement (Clerk)**

**4. Chair's Report**

- 4a. [23-0799](#) MTC Resolution No. 4589. Resolution of Appreciation for Peter Beeler on the occasion of his retirement from MTC.

**Action:** Commission Approval

- 4b. [23-0794](#) MTC Resolution No. 4587. Resolution of Appreciation for Gary Louie, Nancy Louie, Debbie Atmaja, Mabel Melkonians and Lourdes Tang on the occasion of their retirement from MTC.

**Action:** Commission Approval

- 4c. [23-0940](#) Update to Committee Assignments - Regional Network Management Appointments

**Action:** Commission Approval

- 4d. [23-0950](#) Designation of Commissioners as Transit Representatives

**Action:** Commission Approval

**Attachments:** [4d 23-0950 Designation of Commissioners as Transit Representatives.pdf](#)

**5. Policy Advisory Council Report**

- 5a. [23-0941](#) Policy Advisory Council's Report

**Action:** Information

## 6. Executive Director's Report (Fremier)

- 6a. [23-0801](#) Executive Director's Report

Action: Information

## 7. Commissioner Comments

## 8. Consent Calendar

- 8a. [23-0800](#) Approval of the Commission Minutes of the May 24, 2023 Meeting

Action: Commission Approval

Attachments: [8a 23-0800 May 24 2023 Draft Commission Minutes.pdf](#)

- 8b. [23-0474](#) MTC Resolution No. 4517, Revised. Draft Fiscal Year 2022-23 Operating and Capital Budget, Amendment No. 2

Action: Commission Approval

Presenter: Derek Hansel

Attachments: [8b 23-0474 FY 2022-23 MTC Resolution 4517 Budget Amendment No2.pdf](#)

## Joint MTC ABAG Legislation Committee

- 8c. [23-0716](#) MTC Resolution No. 4590. Revised Draft 2023 MTC Public Participation Plan

Action: MTC Commission Approval

Presenter: Alex Eisenhart

Attachments: [8c 23-0716 MTC Resolution 4590 Revised Draft 2023 PPP.pdf](#)

[8c 23-0716 Attachment A MTC Resolution 4590.pdf](#)

[8c 23-0716 Attachment B PPP CBO Engagement.pdf](#)

[8c 23-0716 Attachment C Summary Revisions to 2023 Draft PPP.pdf](#)

## Programming and Allocations Committee

- 8d. [23-0714](#) MTC Resolution No. 4053, Revised. Revision to Lifeline Transportation Cycle 3 Program of Projects.

Action: Commission Approval

Presenter: Drennen Shelton

Attachments: [8d 23-0714 MTC Resolution 4053 Lifeline Transportation Cycle3.pdf](#)

- 8e. [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:** [8e\\_23-0764\\_MTC\\_Resolutions\\_4169\\_4263\\_4513\\_BATA\\_Projects\\_Savings\\_AF](#)
- 8f. [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:** [8f\\_23-0757\\_MTC\\_Resolution\\_4523\\_TDA\\_Allocation\\_SolTrans.pdf](#)
- 8g. [22-1769](#) MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-13.
- Action:** Commission Approval
- Presenter:** Adam Crenshaw
- Attachments:** [8g\\_22-1769\\_MTC\\_Resolution\\_4545\\_TIP\\_Amendment\\_2023-13.pdf](#)
- 8h. [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:** [8h\\_23-0579\\_MTC\\_Resolution\\_4569\\_RM2\\_Operating\\_and\\_Marketing\\_Assistan](#)
- 8i. [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:** [8i\\_23-0755\\_MTC\\_Resolution\\_4568\\_Regional\\_STA\\_Program.pdf](#)
- 8j. [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:** [8j\\_23-0756\\_MTC\\_Resolution\\_4575\\_County\\_Controllers\\_TDA\\_Allocation.pdf](#)



- 8k. [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:** [8k 23-0736 MTC Resolutions 4202 4505 4540 OBAG2 and 3 Carbon Re](#)

- 8l. [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:** [8l 23-0763 MTC Resolutions 4456 and 4510 TCP Program Revisions.pdf](#)

- 8m. [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

**Action:** Commission Approval

**Presenter:** Luis Garcia

**Attachments:** [8m 23-0758 MTC Resolutions 4570 4571 4572 4573 TDA STA RM2 AB1](#)

## Committee Reports

### 9. Joint MTC Planning Committee with the ABAG Administrative Committee (Spering)

- 9a. [23-0743](#) Plan Bay Area 2050 Implementation: 2023 Local Grant Award Recommendations - Climate Initiatives and Growth Framework Implementation Programs

Approval of \$36.4 million in grants to support local implementation of Plan Bay Area 2050, including construction and planning for Mobility Hubs and Parking Management, and planning and technical assistance for Priority Development Areas (PDAs) and Priority Production Areas (PPAs).

**Action:** MTC Commission Approval

**Presenter:** Krute Singa and Mark Shorett

**Attachments:** [9a 23-0743 PBA50 Implementation Local Grants.pdf](#)  
[9a 23-0743 Attachment A Powerpoint PBA50 Implementation Local Grants](#)  
[9a 23-0743 Attachment B Project Award Recommendations.pdf](#)

### 10. Joint MTC ABAG Legislation Committee (Canepa)

- 10a. [23-0796](#) Assembly Bill 761 (Friedman): Transit Transformation Task Force

Establishes a statewide task force to identify transit funding needs to support ridership growth, recommend policies aimed at increasing transit ridership and the customer experience, and recommend new rider-focused state performance metrics.

**Action:** Support / MTC Commission Approval

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [10a 23-0796 AB 761 Friedman Summary Sheet.pdf](#)  
[10a 23-0796 Attachment A AB 761 Friedman Known Positions.pdf](#)

- 10b.**    [23-0814](#)            Assembly Bill 1377 (Friedman): Homelessness Assistance on Transit
- Expands reporting requirement for recipients of state Homeless Housing, Assistance and Prevention Program funds to include a summary of efforts to improve service delivery to unsheltered individuals on transit systems within the recipient's jurisdiction.
- Action:**                Support / ABAG Executive Board Approval  
Support / MTC Commission Approval
- Presenter:**           Georgia Gann Dohrmann
- Attachments:**        [10b 23-0814 AB 1377 Friedman Summary Sheet.pdf](#)  
[10b 23-0814 Attachment A AB 1377 Friedman Known Positions.pdf](#)
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- 10c.**    [23-0798](#)            Assembly Bill 1657 (Wicks): Statewide Housing Bond
- Places a \$10 billion general obligation (GO) bond on the March 2024 statewide ballot for a variety of housing production and preservation programs.
- Action:**                Support / ABAG Executive Board Approval  
Support / MTC Commission Approval
- Presenter:**           Julie Snyder
- Attachments:**        [10c 23-0798 AB 1657 Wicks Summary Sheet.pdf](#)  
[10c 23-0798 Attachment A Positions on AB 1657.pdf](#)

## **11. Programming and Allocations Committee (Chavez)**

- 11a.**    [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:**                Commission Approval
- Presenter:**           Melanie Choy and Judis Santos
- Attachments:**        [11a 23-0580 MTC Resolution 4320 Clipper START Pilot Update Extensior](#)  
[11a 23-0580 Attachment A PowerPoint Presentation.pdf](#)  
[11a 23-0580 Attachment B MTC Resolution 4320.pdf](#)  
[11a 23-0580 Attachment C Clipper START Pilot Key Findings.pdf](#)

- 11b.**     [23-0760](#)     MTC Resolution Nos. 4583, 4584, 4585, 4586, 4591, 4592, 4593, 4594, and 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:**           [11b 23-0760 MTC Resolutions 4583 to 4586 and 4591 to 4595 RM3 Allc](#)

## **12. Commission Approval**

- 12a.**     [23-0734](#)     MTC Resolution No. 4576 - Fiscal Year (FY) 2023-24 Operating and Capital Budget
- A request that the Commission approve MTC Resolution No. 4576 for Commission approval authorizing the FY 2023-24 MTC Operating and Capital Budgets.
- Action:**                     Commission Approval
- Presenter:**                Derek Hansel
- Attachments:**           [12a 23-0734 FY2023-24 MTC Resolution 4576 Budgets.pdf](#)  
[12a 23-0734 FY2023-24 MTC Resolution 4576 Budgets Presentation.pdf](#)

## **13. Public Comment / Other Business**

*Commissioners and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial \*9. When called upon, unmute yourself or dial \*6.*

## **14. Adjournment / Next Meetings:**

**The next meeting of the Metropolitan Transportation Commission is scheduled to be held at 9:35 a.m. on Wednesday, July 26, 2023. Any changes to the schedule will be duly noticed to the public.**

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

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

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

**Accessibility and Title VI:** MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 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.

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

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 23-0799      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 5/17/2023      **In control:** Metropolitan Transportation Commission  
**On agenda:** 6/28/2023      **Final action:**  
**Title:** MTC Resolution No. 4589. Resolution of Appreciation for Peter Beeler on the occasion of his retirement from MTC.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

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

MTC Resolution No. 4589. Resolution of Appreciation for Peter Beeler on the occasion of his retirement from MTC.

### Recommended Action:

Commission Approval



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	23-0794	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Commission Approval	
<b>File created:</b>	5/16/2023	<b>In control:</b>		Metropolitan Transportation Commission	
<b>On agenda:</b>	6/28/2023	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution No. 4587. Resolution of Appreciation for Gary Louie, Nancy Louie, Debbie Atmaja, Mabel Melkonians and Lourdes Tang on the occasion of their retirement from MTC.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>					

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

MTC Resolution No. 4587. Resolution of Appreciation for Gary Louie, Nancy Louie, Debbie Atmaja, Mabel Melkonians and Lourdes Tang on the occasion of their retirement from MTC.

### Recommended Action:

Commission Approval



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 23-0940      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Commission Approval  
**File created:** 6/19/2023      **In control:** Metropolitan Transportation Commission  
**On agenda:** 6/28/2023      **Final action:**  
**Title:** Update to Committee Assignments - Regional Network Management Appointments  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:**

Date	Ver.	Action By	Action	Result
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**Subject:**  
Update to Committee Assignments - Regional Network Management Appointments

**Recommended Action:**  
Commission Approval





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 23-0950      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Commission Approval  
**File created:** 6/20/2023      **In control:** Metropolitan Transportation Commission  
**On agenda:** 6/28/2023      **Final action:**  
**Title:** Designation of Commissioners as Transit Representatives  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [4d\\_23-0950\\_Designation\\_of\\_Commissioners\\_as\\_Transit\\_Representatives.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Designation of Commissioners as Transit Representatives

**Recommended Action:**  
Commission Approval

# Metropolitan Transportation Commission

June 28, 2023

Agenda Item 4d - 23-0950

## Designation of Commissioners as Transit Representatives

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### Background:

In accordance with the Commission Procedures Manual (MTC Resolution No. 1058), the Chair shall designate and the Commission shall approve any sitting commissioner who also serves on the board of a public transit agency as a Transit Representative. The term Transit Representative is in accordance with federal statutes as first defined during the FAST Act.

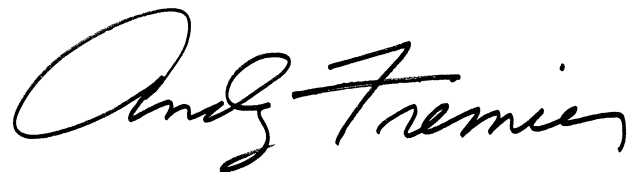
### Issues:

None identified.

**Recommendation:** That the Commission approve designation of Commissioners as Transit Representatives, as included in Attachment A.

### Attachments:

- Attachment A: Designation of Commissioners as Transit Representatives



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Andrew B. Fremier

**Attachment A: Designation of Commissioners as Transit Representatives**

1. Caltrain: Cindy Chavez
2. County Connection: Sue Noack
3. Marin Transit: Stephanie Moulton-Peters
4. NVRTA: Alfredo Pedroza
5. Santa Clara Valley Transportation Authority: Margaret Abe-Koga, Cindy Chavez, Matt Mahan
6. Soltrans: Jim Spering
7. SamTrans: David Canepa
8. Sonoma Marin Area Rail Transit: David Rabbitt
9. Santa Rosa City Bus: Victoria Fleming
10. Sonoma County Transit: David Rabbitt
11. Tri-Delta Transit: Federal Glover
12. Union City Transit: Carol Dutra-Vernaci
13. Golden Gate Bridge, Highway and Transportation District: David Rabbitt, Stephanie Moulton Peters



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 23-0941      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 6/19/2023      **In control:** Metropolitan Transportation Commission

**On agenda:** 6/28/2023      **Final action:**

**Title:** Policy Advisory Council's Report

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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**Subject:**  
Policy Advisory Council's Report

**Recommended Action:**  
Information



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 23-0801      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 5/17/2023      **In control:** Metropolitan Transportation Commission

**On agenda:** 6/28/2023      **Final action:**

**Title:** Executive Director's Report

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

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

**Recommended Action:**  
Information



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 23-0800      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Commission Approval  
**File created:** 5/17/2023      **In control:** Metropolitan Transportation Commission  
**On agenda:** 6/28/2023      **Final action:**  
**Title:** Approval of the Commission Minutes of the May 24, 2023 Meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [8a 23-0800 May 24 2023 Draft Commission Minutes.pdf](#)

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

Approval of the Commission Minutes of the May 24, 2023 Meeting

### Recommended Action:

Commission Approval



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

## Meeting Minutes

### Metropolitan Transportation Commission

*Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair*

Wednesday, May 24, 2023

9:35 AM

Board Room - 1st Floor

Chair Pedroza called the meeting to order.

#### 1. Roll Call / Confirm Quorum

**Present:** 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Papan, Commissioner Ronen, Commissioner Spering, and Commissioner Thao

**Absent:** 4 - Commissioner Glover, Commissioner Mahan, Commissioner Noack, and Commissioner Rabbitt

A quorum being present in the Board room, Commissioner Chavez and Commissioner Fleming were authorized by the Chair to participate remotely under AB 2449 (just cause) due to illness.

Commissioner Moulton-Peters and Commissioner Ronen arrived during agenda item 2.  
Commissioner Thao arrived during agenda item 6.  
Commissioner Chavez arrived during agenda item 9.

Non-Voting Commissioners Absent: Commissioner El-Tawansy and Commissioner Giacomini.

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

#### 3. Compensation Announcement (Clerk)

#### 4. Chair's Report

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

**Action:** Commission Approval

**Upon the motion by Commissioner Spering and seconded by Commissioner Dutra-Vernaci, the Commission unanimously approved the updated committee assignments. The motion carried by the following vote:**

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

**Absent:** 6 - Commissioner Chavez, Commissioner Glover, Commissioner Mahan, Commissioner Noack, Commissioner Rabbitt and Commissioner Thao

## 5. Policy Advisory Council Report

Randi Kinman gave her report.

## 6. Executive Director's Report

Commissioner Thao arrived during agenda item 6.

Executive Director, Andrew Fremier, gave his report.

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

**Action:** Information

## 7. Commissioner Comments

## 8. Consent Calendar

**Upon the motion by Commissioner Canepa and seconded by Commissioner Abe-Koga, the Commission unanimously approved the Consent Calendar by the following vote:**

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

**Absent:** 6 - Commissioner Chavez, Commissioner Glover, Commissioner Mahan, Commissioner Noack, Commissioner Rabbitt and Commissioner Thao

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

**Action:** Commission / Authority Approval

## ***Administration Committee***

### 8b. [23-0646](#) MTC Resolution No. 1058, Revised. Commission Procedures Manual Updates

**Action:** Commission Approval

**Presenter:** Alix Bockelman and Kathleen Kane



***Programming and Allocations Committee***

- 8c.     [23-0549](#)     MTC Resolution Nos. 4202, Revised; 4505, Revised; and 4540, Revised. Various revisions to the One Bay Area Grant programs (OBAG 2 and 3) and Carbon Reduction Program (CRP), including deprogramming \$4.7 million from two projects in the OBAG 2 County Program.
- Action: Commission Approval
- Presenter: Thomas Arndt
- 8d.     [23-0581](#)     MTC Resolution No. 4347, Revised. Lifeline Transportation Program Cycle 5 Program of Projects
- Revision to the Lifeline Transportation Program (LTP) Cycle 5 Program of Projects to redirect \$120,000 from the Porter Street Crossing Improvements to the Broadway Street Improvements project.
- Action: Commission Approval
- Presenter: Melanie Choy
- 8e.     [23-0564](#)     Regional Measure 2 (RM2) and Regional Measure 3 (RM3) Capital Programs: Semi-Annual Update.
- Action: Information
- Presenter: Anne Spevack
- 8f.     [23-0551](#)     MTC Resolution No. 4412, Revised. Regional Measure 3 Letter of No Prejudice (LONP) of \$2 million to the Contra Costa Transportation Authority (CCTA) for construction of the Mokelumne Trail Bicycle/Pedestrian Overcrossing at SR-4.
- Action: Commission Approval
- Presenter: Anne Spevack
- 8g.     [23-0550](#)     MTC Resolution Nos. 4523, Revised, and 4524, Revised. Allocation of \$8.1 million in FY 2022-23 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to three operators to support transit operations and capital projects in the region.
- Action: Commission Approval
- Presenter: Luis Garcia

- 8h. [22-1768](#) MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-10.

**Action:** Commission Approval

**Presenter:** Adam Crenshaw

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

- 8i. [23-0545](#) Federal Performance Target-Setting Update - May 2023

**Action:** Information

**Presenter:** Adam Noelting

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

- 8j. [23-0576](#) Assembly Bill 1053 (Gabriel): Multifamily Housing Program Construction Loans

**Action:** Support / MTC Commission Approval

**Presenter:** Julie Snyder

- 8k. [23-0570](#) Assembly Bill 1335 (Zbur): Population Forecasting for Long Range Plans

Prescribes new population forecasting methodology for the regional transportation plan (RTP)/sustainable communities' strategies (SCS).

**Action:** Oppose / MTC Commission Approval

**Presenter:** Georgia Gann Dohrmann

## Committee Reports

### 9. Administration Committee (Papan)

- 9a. [23-0544](#) MTC Resolution Nos. 3989, Revised and 4578. Transit Oriented Affordable Housing (TOAH) Fund Reprogramming

Request to refer MTC Resolutions Nos. 3989, Revised and 4578 to the Commission for the authorization to reprogram the \$10 million TOAH Funds as follows:

- i. \$5 million to continue to fund the TOAH program with minor program revisions.
- ii. \$5 million to be granted to the Bay Area Housing Finance Authority (BAHFA) to establish a new senior-focused Rental Assistance Pilot program.

**Action:** Commission Approval

**Presenter:** Somaya Abdelgany and Irene Farnsworth

**Commissioner Chavez arrived during agenda item 9.**

**Upon the motion by Commissioner Papan and seconded by Commissioner Ronen, the Commission unanimously adopted MTC Resolution Nos. 3989, Revised and 4578. The motion carried by the following vote:**

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

**Absent:** 4 - Commissioner Glover, Commissioner Mahan, Commissioner Noack and Commissioner Rabbitt

- 9b. [23-0602](#) MTC Resolution Nos. 4581 and 4582. Memorandums of Understanding (MOU) between MTC and the Committee for Staff Representation (CSR), Confidential, and Specific Executive Employees; Adoption of Salary Schedule for Fiscal Year (FY) 2023-24.

A request for approval of MTC Resolution Nos. 4581 and 4582 in consideration of new a MOU between MTC and CSR, Confidential Employees, and Specific Executive Employees effective July 1, 2023 through and including June 30, 2027; and adoption of salary schedule for FY 2023-24.

**Action:** Commission Approval

**Presenter:** Brad Paul

**Upon the motion by Commissioner Papan and seconded by Commissioner Ronen, the Commission unanimously adopted MTC Resolution Nos. 4581 and 4582. The motion carried by the following vote:**

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

**Absent:** 4 - Commissioner Glover, Commissioner Mahan, Commissioner Noack and Commissioner Rabbitt

## 10. Programming and Allocations Committee (Chavez)

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

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

**Action:** Commission Approval

**Presenter:** Raleigh McCoy

**Upon the motion by Commissioner Chavez and seconded by Commissioner Ronen, the Commission unanimously adopted MTC Resolution Nos. 4404, Revised, 4579, and 4580. The motion carried by the following vote:**

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

**Absent:** 4 - Commissioner Glover, Commissioner Mahan, Commissioner Noack and Commissioner Rabbitt

## 11. Legislation Committee (Canepa)

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

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

**Action:** Support / MTC Commission Approval

**Presenter:** Georgia Gann Dohrmann

**Upon the motion by Commissioner Sperling and seconded by Commissioner Canepa, the Commission unanimously adopted a support position for Assembly Bill 817 (Pacheco). The motion carried by the following vote:**

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

**Absent:** 4 - Commissioner Glover, Commissioner Mahan, Commissioner Noack and Commissioner Rabbitt

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

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

**Action:** Information

**Presenter:** Rebecca Long

The following members of the public were called to speak: Randi Kinman (Policy Advisory Councilmember), Adina Levin (Policy Advisory Councilmember), and Vinay Pimple (Policy Advisory Councilmember).

**12. Commission Approval and Information**

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

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

**Action:** Information

**Presenter:** Derek Hansel

Vinay Pimple (Policy Advisory Councilmember) was called to speak.

**13. Public Comment / Other Business**

**14. Adjournment / Next Meetings:**

The next meeting of the Metropolitan Transportation Commission is scheduled to be held at 9:35 a.m. on Wednesday, June 28, 2023. Any changes to the schedule will be duly noticed to the public.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 23-0474      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 3/6/2023      **In control:** Administration Committee  
**On agenda:** 6/14/2023      **Final action:**  
**Title:** MTC Resolution No. 4517, Revised. Draft Fiscal Year 2022-23 Operating and Capital Budget, Amendment No. 2  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [8b 23-0474 FY 2022-23 MTC Resolution 4517 Budget Amendment No2.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolution No. 4517, Revised. Draft Fiscal Year 2022-23 Operating and Capital Budget, Amendment No. 2

**Presenter:**  
Derek Hansel

**Recommended Action:**  
Commission Approval

**Attachments:**

# Metropolitan Transportation Commission

June 28, 2023

Agenda Item 8b - 23-0474

MTC Resolution No. 4517 Revised,

MTC FY 2022-23 Operating and Capital Budgets, Amendment No. 2

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## **Subject:**

Staff requests that the Commission approve MTC Resolution No. 4517 Revised, MTC FY 2022-23 Operating and Capital Budgets, Amendment No. 2. This amendment increases operating revenue by \$10.6 million and operating expenses by \$9.7 million. The budget reflects a \$1.25 million surplus projected at the fiscal year-end.

## **Background:**

The FY 2022-23 Operating budget revenue is anticipated to be \$312.2 million after the proposed amendment, an increase of approximately \$10.6 million. Total operating expenses increase to \$310.9 million, resulting in a projected budget surplus of approximately \$1.25 million for FY 2022-23.

On April 26, 2023, the Commission adopted Resolution No. 4516, Revised, approving an amendment to the FY 2022-23 Overall Work Program. The proposed budget amendment adjusts Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) transportation planning funds as approved by the Commission, resulting in an overall increase of \$902,915. In addition to this adjustment, the proposed budget amendment adds \$3.2 million in federal funds for implementation of the Commuter Benefits and Vanpool Programs awarded to MTC in FY 2022-23 and reduces \$2 million in federal funds that had already been included in a different budget line item.

The proposed budget amendment reduces \$6.5 million in State funds for the Clean California Portal Lighting Project as the project was not awarded funds in FY 2022-23, increases Low Carbon Transit Operations Program by \$5.6 million as it had been incorrectly reduced in Amendment 1, and increases local funds by \$9.1 million, primarily due to adjustments to the carryover amount funded by the MTC Exchange Fund for the Priority Conservation Area grant program.

As a result of the increase in net revenue there are corresponding increases in expenses for consultant and staff costs as it pertains to the above projects and transportation planning related work. The proposed budget amendment results in an increase to the projected operating surplus of \$915,103.

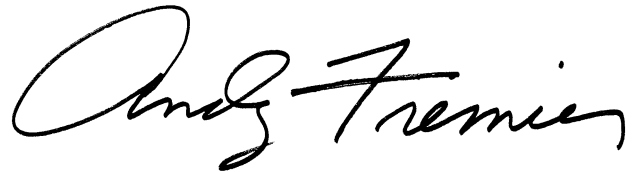
On the Clipper 2 capital budget, the proposed budget amendment reduces revenue and expenditure by \$30 million as this amount was carryover of FTA funds approved in previous life-to-date budget that was incorrectly added as part of Amendment 1. No other changes are proposed for the capital budgets.

**Recommendation:**

Staff recommends that the Commission approve MTC Resolution No. 4517 Revised, MTC FY 2022-23 Operating and Capital Budgets, Amendment No. 2.

**Attachments:**

- MTC Resolution No. 4517 Revised, MTC FY 2022-23 Operating and Capital Budgets, Amendment No. 2.

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

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Andrew B. Fremier



Date: June 22, 2022  
W.I.: 1152  
Referred by: Administration  
Revised: 10/26/2022-C  
Revised: 06/28/2023-C

ABSTRACT

Resolution No. 4517, Revised

This resolution approves the Agency's Operating and Capital Budgets for FY 2022-23.

Attachments A, B, C, D, E, and F to this resolution were revised on October 26, 2022. The revision included additional federal, state, and local funding, revise carryover funding for the Consolidated Grant Planning (CPG), and make adjustments to expense line items.

Attachments A, B, C, D, E, and F to this resolution were revised on June 28, 2023. The revision incorporates final allocation adjustments to FHWA PL and FTA 5303 funds, adjustments to state and local funding, and adjust expense line items.

Further discussion of the agency budget is contained in the Administration Committee Summary Sheets dated June 8, 2022 and October 12, 2022, and in the Commission Summary Sheet dated June 28, 2023. A budget is attached as Attachments A through F.

Date: June 22, 2022  
W.I.: 1152  
Referred by: Administration  
Revised: 10/26/2022-C  
Revised: 06/28/2023-C

Re: Metropolitan Transportation Commission's Operating and Capital Budgets for FY 2022-23

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4517

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

WHEREAS, MTC is also the designated Metropolitan Planning Organization (MPO) for the Bay Area and is charged with carrying out the metropolitan transportation planning and programming process required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, on April 27, 2022 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2022-23 with the adoption of MTC Resolution No. 4516; and

WHEREAS, the OWP identifies MTC's Overall Work Program for FY 2022-23; and

WHEREAS, the final draft MTC Agency Budget for FY 2022-23 as reviewed and recommended by the Administration Committee will be consistent with the OWP as adopted pursuant to MTC Resolution No. 4516; now, therefore, be it

RESOLVED, that MTC's Agency Budget for FY 2022-23, attached hereto as Attachment A, and incorporated herein as though set forth at length, is approved; and, be it further

RESOLVED, that the Executive Director or designee may approve adjustments among line items in the MTC operating budget for FY 2022-23, provided that there shall be no increase in the overall MTC operating budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC delegates to its Administration or Operations Committees the authority to approve all contracts and expenditures in MTC's Agency Budget for FY 2022-23,

providing that there shall be no increase in the overall budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall submit written requests to the Administration or Operations Committees for approval of consultants, professional services, and expenditures authorized in the MTC Agency Budget for FY 2022-23; and, be it further

RESOLVED, that MTC's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2022-23; and, be it further

RESOLVED, that the Commission authorizes the use of MTC funds for cash flow purposes, as an advance on authorized expenditures until the expenditures have been reimbursed; and, be it further

RESOLVED, that the Commission authorizes the designation of certain reserves for FY 2022-23 as follows: Benefits, Liability, Compensated Absences, Encumbrances, Building, Other Post-Employment Benefits (OPEB), and Capital and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside \$1,000,000 for computer capital and replacement. The Chief Financial Officer is authorized to utilize the funds in the Benefits Reserve to meet any obligations resulting from the requirements of or changes in the employee labor agreements or for the purpose of prepaying or retiring unfunded pension or OPEB Liability. No additional expenditures shall be authorized from any designated reserves authorized by MTC's Agency Budget for FY 2022-23 without prior authorization of the Administration Committee; and, be it further

RESOLVED, that the total of full time regular and project term limited employees is established at 370 and will not be increased without approved increase to the appropriate FY 2022-23 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2022-23 budgets; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall furnish the Administration Committee with a quarterly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services and such other information and data as may be requested by the Administration Committee.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

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

Date: June 22, 2022  
W.I.: 1152  
Referred by: Administration  
Revised: 10/26/2022-C  
Revised: 06/28/2023-C

Attachments A,B,C,D,E,F  
Resolution No. 4517

**METROPOLITAN TRANSPORTATION COMMISSION**

**AGENCY'S OPERATING AND CAPITAL BUDGETS**

**FY 2022-23**

**TABLE OF CONTENTS**

MTC Operating and Capital Budgets	Attachment A
Grant and Local Funding Schedule	Attachment B
Contractual and Professional Service	Attachment C
Bay Bridge Forward Operating and Capital Budgets	Attachment D
Exchange Fund Budget	Attachment E
Clipper Operating and Capital Budgets	Attachment F

METROPOLITAN TRANSPORTATION COMMISSION  
FY 2022-23 OPERATING AND CAPITAL BUDGETS

ATTACHMENT A

OPERATING REVENUE-EXPENSE SUMMARY

	FY 2022-23 Amendment No. 1	FY 2022-23 Amendment No. 2	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Federal Grants	\$ 226,000,223	\$ 228,085,611	1%	\$ 2,085,388
State Grants	23,037,562	22,213,874	-4%	(823,688)
Local Funding	5,655,781	14,774,531	161%	9,118,750
Transportation Development Act (TDA) - General Fund	15,800,000	15,800,000	0%	-
Transfer from Other Entities/Funds	6,821,544	7,071,544	4%	250,000
Administrative Overhead Reimbursement	21,806,740	21,806,740	0%	-
Other	2,423,751	2,423,751	0%	-
<b>Total Operating Revenue</b>	<b>\$ 301,545,600</b>	<b>\$ 312,176,050</b>	4%	\$ 10,630,450
<b>Total Operating Expense</b>	<b>\$ 301,209,223</b>	<b>\$ 310,924,570</b>	3%	\$ 9,715,347
<b>Operating Surplus/(Deficit)</b>	<b>\$ 336,377</b>	<b>\$ 1,251,480</b>	272%	\$ 915,103
<b>Total Operating Surplus/(Deficit)</b>	<b>\$ 336,377</b>	<b>\$ 1,251,480</b>	272%	\$ 915,103

PART 2: CAPITAL AND RESERVE ACTIVITY

<b>Total Transfers In from Board Designated Reserves</b>	<b>\$ -</b>	<b>\$ -</b>	-100%	\$ -
<b>Total Expenses Funded by Board Designated Reserve Transfers</b>	<b>\$ -</b>	<b>\$ -</b>	-100%	\$ -
<b>Capital Surplus/(Deficit)</b>	<b>\$ -</b>	<b>\$ -</b>	-100%	\$ -
<b>TOTAL FISCAL YEAR SURPLUS/(DEFICIT)</b>	<b>\$ 336,377</b>	<b>\$ 1,251,480</b>	272%	\$ 915,103

<b>Transfer To Designated Reserve</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Net MTC Reserves - in(out)</b>	<b>\$ 336,377</b>	<b>\$ 1,251,480</b>
<b>Current Year Ending Balance</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Operating Revenue</b>		

Federal Grants

Congestion Mitigation and Air Quality (CMAQ)	\$ 12,722,265	\$ 15,830,035	24%	\$ 3,107,770
Congestion Mitigation and Air Quality (CMAQ) - New	50,498,000	50,498,000	0%	-
Federal Highway Administration Planning (FHWA) Regional Infrastructure Accelerators (RIA) Program (FY 2022-23)	1,500,000	1,500,000	0%	-
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)	9,713,541	9,604,012	-1%	(109,530)
Federal Highway Administration Planning (FHWA PL) (FY 2021-22) (Carryover)	1,038,800	1,038,800	0%	-
Federal Highway Administration State Planning and Research (FHWA SP&R) (FY 2021-22) (Carryover)	462,878	462,878	0%	-
Federal Transit Administration (FTA) 5303 (FY 2022-23)	3,628,612	4,641,057	28%	1,012,445
Federal Transit Administration (FTA) 5303 (FY 2021-22) (Carryover)	1,447,370	1,447,370	0%	-

**METROPOLITAN TRANSPORTATION COMMISSION  
FY 2022-23 OPERATING AND CAPITAL BUDGETS**

**ATTACHMENT A**

	<b>FY 2022-23 Amendment No. 1</b>	<b>FY 2022-23 Amendment No. 2</b>	<b>Change % Increase/(Decrease)</b>	<b>Change \$ Increase/(Decrease)</b>
Federal Transit Administration (FTA) 5303 (FY 2020-21) (Carryover)	196,288	196,288	0%	-
Federal Transit Administration (FTA) 5304 (FY 2022-23)	500,000	500,000	0%	-
Federal Transit Administration (FTA) 5304 (FY 2021-22) (Carryover)	246,993	246,993	0%	-
Federal Transit Administration (FTA) 5304 (FY 2020-21) (Carryover)	188,357	188,357	0%	-
Federal Transit Administration (FTA) 5304 (FY 2019-20) (Carryover)	99,425	99,425	0%	-
Federal Highway Administration (FHWA) Work Zone Data Exchange (WZDX)	52,673	52,673	0%	-
Surface Transportation Block Grant (STBG)	91,681,823	91,656,524	0%	(25,299)
Surface Transportation Block Grant (STBG)	20,887,783	18,887,783	-10%	(2,000,000)
Federal Emergency Management Agency (FEMA)	19,732	19,732	0%	-
Environmental Protection Agency (EPA)	58,933	58,933	0%	-
Surface Transportation Block Grant (STBG) - New	28,024,607	28,124,607	0%	100,000
Surface Transportation Block Grant (STBG) (OBAG 3) - New	3,000,000	3,000,000	0%	-
Job Access and Reverse Commute Program (JARC)	32,144	32,144	0%	-
	<b>\$ 226,000,223</b>	<b>\$ 228,085,611</b>	<b>1%</b>	<b>\$ 2,085,387</b>

**State Grants**

California Housing Community Development (HCD) Regional Early Action Plan (REAP)	\$ 3,200,984	\$ 3,200,984	0%	-
California Housing Community Development (HCD) Regional Early Action Plan (REAP) 2.0	637,483	637,483	0%	-
Low Carbon Transit Operations Program (LCTOP)	594,404	6,220,716	947%	5,626,312
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2022-23)	2,099,814	2,099,814	0%	-
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2021-22) (Carryover)	953,040	953,040	0%	-
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2020-21) (Carryover)	55,972	55,972	0%	\$ -
State Highway Account (SHA) Sustainable Communities (FY 2020-21) (Carryover)	310,183	310,183	0%	-
State Transportation Improvement Program - Programming and Planning (STIP-PPM)	406,766	456,766	12%	50,000
Systemic Safety Analysis Report Program Local (SSARPL)	312,906	312,906	0%	-
California Department of Conservation	250,000	250,000	0%	-
Coastal Conservancy	1,846,101	1,846,101	0%	-
State Transit Assistance (STA)	5,347,888	5,347,888	0%	-
State of California, Wildlife Conservation Board (Proposition 68)	522,020	522,020	0%	-
Clean California Enhancement Proposal (New)	6,500,000	-	-100%	(6,500,000)
	<b>\$ 23,037,562</b>	<b>\$ 22,213,874</b>	<b>-4%</b>	<b>\$ (823,688)</b>

**Local Funding**

Bay Area Rapid Transit (BART)	\$ 68,767	\$ 68,767	0%	\$ -
SFMTA Local Match	700,000	700,000	0%	-
Transportation Fund for Clean Air (TFCA)	28,410	613,160	2058%	584,750
Bay Area Air Quality Management District (BAAQMD)	432,657	432,657	0%	-
Exchange Fund	2,087,500	10,126,500	385%	8,039,000
Pavement Management Program (PMP Sales)	1,500,000	1,800,000	20%	300,000
Pavement Management Technical Assistance Program (PTAP)	543,900	543,900	0%	-
PTAP Local Match	-	195,000	-100%	195,000
Cities/Local Funds	294,547	294,547	0%	-
<b>Subtotal</b>	<b>\$ 5,655,781</b>	<b>\$ 14,774,531</b>	<b>161%</b>	<b>\$ 9,118,750</b>

METROPOLITAN TRANSPORTATION COMMISSION  
FY 2022-23 OPERATING AND CAPITAL BUDGETS

ATTACHMENT A

	FY 2022-23 Amendment No. 1	FY 2022-23 Amendment No. 2	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
<b>Transfers In</b>				
2% Transit Transfer	\$ 764,034	\$ 764,034	0%	\$ -
5% Transit Transfer	635,645	635,645	0%	-
Association of Bay Area Governments (ABAG)	185,424	185,424	0%	-
Bay Area Infrastructure Financing Authority (BAIFA)	224,593	224,593	0%	-
Bay Area Toll Authority (BATA) Regional Measure 2	3,428,347	3,428,347	0%	-
Bay Area Toll Authority (BATA) Reimbursement	1,468,500	1,468,500	0%	-
Service Authority for Freeways and Expressways (SAFE) Reimbursement	115,000	115,000	0%	-
BATA Rehabilitation Program	-	250,000	-100%	250,000
<b>Subtotal</b>	<b>\$ 6,821,544</b>	<b>\$ 7,071,544</b>	<b>4%</b>	<b>\$ 250,000</b>
<b>Reimbursements for Administrative Overhead</b>				
Association of Bay Area Governments (ABAG)	\$ 1,607,866	\$ 1,607,866	0%	\$ -
BATA 1% Administrative Draw	6,938,000	6,938,000	0%	-
Additional BATA 1% Administrative Draw	6,938,000	6,938,000	0%	-
Bay Area Infrastructure Financing Authority (BAIFA)	1,421,001	1,421,001	0%	-
Bay Area Housing Finance Authority (BAHFA)	972,034	972,034	0%	-
Bay Area Headquarters Authority (BAHA)	742,549	742,549	0%	-
MTC Grant Funded Overhead	1,055,010	1,055,010	0%	-
Clipper	1,641,510	1,641,510	0%	-
Service Authority for Freeways and Expressways (SAFE) Reimbursement	490,770	490,770	0%	-
<b>Subtotal</b>	<b>\$ 21,806,740</b>	<b>\$ 21,806,740</b>	<b>0%</b>	<b>\$ -</b>
<b>Other Revenues</b>				
High Occupancy Vehicle (HOV) Lane Fines	\$ 470,722	\$ 470,722	0%	\$ -
OPEB Credit	1,633,029	1,633,029	0%	-
Interest	320,000	320,000	0%	-
<b>Subtotal</b>	<b>\$ 2,423,751</b>	<b>\$ 2,423,751</b>	<b>1837%</b>	<b>\$ -</b>
<b>Operating Expense</b>				
<b>I. Salaries, Benefits, and Overhead</b>				
	\$ 45,993,401	\$ 45,993,401	0%	\$ -
Program Staff Salaries	17,176,917	17,176,917	0%	-
Program Staff Benefits	8,715,411	8,715,411	0%	-
Administrative Staff Salaries	10,604,022	10,604,022	0%	-
Administrative Benefits	5,302,011	5,302,011	0%	-
New Position Requests (including Benefits)	4,195,040	4,195,040	0%	-
<b>II. Travel and Training</b>	<b>\$ 1,188,750</b>	<b>\$ 1,188,750</b>	<b>0%</b>	<b>\$ -</b>
<b>III. Printing, Repro. &amp; Graphics</b>	<b>\$ 116,000</b>	<b>\$ 116,000</b>	<b>0%</b>	<b>\$ -</b>



METROPOLITAN TRANSPORTATION COMMISSION  
FY 2022-23 OPERATING AND CAPITAL BUDGETS

ATTACHMENT A

	FY 2022-23 Ammendment No. 1	FY 2022-23 Ammendment No. 2	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
IV. Computer Services	\$ 4,563,725	\$ 4,568,725	0%	\$ 5,000
V. Commissioner Expense	\$ 150,000	\$ 150,000	0%	\$ -
VI. Advisory Committees	\$ 15,000	\$ 15,000	0%	\$ -
VII. General Operations	\$ 4,043,117	\$ 4,058,617	0%	\$ 15,500
Subtotal of Op Exp Before Contractual Service and Capital Outlay	\$ 56,069,993	\$ 56,090,493	0%	\$ 20,500
IX. Contractual Services	\$ 244,229,230	\$ 253,924,077	4%	\$ 9,694,847
X. Capital Outlay	\$ 910,000	\$ 910,000	0%	\$ -
Total Operating Expense	\$ 301,209,223	\$ 310,924,570	3%	\$ 9,715,347

	Fund Source No.	Project Description	Grant Award	Life-to-Date (LTD) Expenditures thru 2/28/2022	Enc. Staff Costs	Consultants, etc as of 2/28/2022	Life-to-Date (LTD) Grant Balance as of 2/28/2022	Life-to-Date (LTD) Expenditures thru 06/30/2022	FY 2022-23 Projected Grant Starting Balance	FY 2022-23 New Grants	FY 2022-23 Staff Budget	FY 2022-23 Consultant Budget	Remaining Balance	Expiration Dates
Federal Highway Administration (FHWA) Grants														
1 74A0814	1109	FHWA PL (FY 2022-23)	\$ 9,339,421	\$ -	\$ -	\$ -	\$ 9,339,421	\$ -	\$ 9,339,421	\$ -	\$ 9,339,421	\$ -	\$ -	06/30/2026
2 74A0814	1116	FHWA PL (FY 2022-23)	264,591	-	-	-	264,591	-	264,591	-	-	-	-	06/30/2026
3 74A0814	1109	FHWA PL (FY 2021-22) (Carryover)	9,283,882	6,691,585	816,188	-	1,776,109	8,245,082	1,038,800	-	747,238	291,562	-	06/30/2025
4 W0DXL20 6084-272	1114	FHWA - Federal Work Zone Data Exch (FWOZ)	200,000	-	-	200,000	-	147,327	52,673	-	-	-	-	09/30/2026
5 74A0814	1306	FHWA SP&R (FY 2021-22) (Carryover)	500,000	-	-	380,000	120,000	37,122	462,878	-	380,000	82,878	-	06/30/2024
6 6084-186	1812	Regional Planning & Priority Development Area (PDA) Implementation	8,740,305	8,131,258	-	518,800	90,242	8,627,418	112,887	-	-	-	-	06/30/2025
7 6084-198	1818	Pavement Management Technical Assistance Program (PTAP)	6,000,000	5,873,648	-	56,598	69,754	5,946,660	53,340	-	-	-	-	06/30/2023
8 6084-202	1824	Climate Initiatives	1,300,000	1,144,610	-	155,390	-	1,300,000	-	-	-	-	-	06/30/2023
9 6084-209	1825	Operate Car Pool Program	8,000,000	5,172,234	-	1,577,480	1,250,285	5,596,866	2,403,134	-	-	1,524,040	879,084	06/30/2024
10 6084-206	1826	Conservation Management Agency (CMAA) Planning	58,818,000	45,816,903	-	6,115,119	6,885,978	51,581,844	7,236,156	-	-	-	7,236,156	06/30/2025
11 6084-207	1827	MTC Planning	9,500,000	8,562,153	-	953,607	74,241	9,354,017	235,983	-	185,425	50,558	-	06/30/2024
12 6084-211	1828	Commuter Benefits Implementation	1,785,000	1,217,267	126,573	295,031	146,130	1,397,706	387,294	-	-	376,977	10,317	06/30/2026
13 6084-210	1829	Incident Management	20,478,000	16,051,904	-	4,244,233	181,863	16,562,434	3,915,566	3,400,000	-	-	3,915,566	06/30/2024
14 6084-215	1830	Spare the Air Youth Program	2,463,000	1,599,341	-	852,427	11,232	1,931,246	531,754	-	-	-	531,754	06/30/2023
15 6084-216	1831	Arterial/Transit Performance/Rideshare	5,000,000	1,751,190	-	602,567	2,646,243	2,552,032	2,447,968	-	-	2,447,968	-	06/30/2023
16 6084-208	1832	Vanpool Program	2,000,000	680,506	-	984,495	325,000	798,771	1,201,229	-	-	1,890,000	-	06/30/2024
18 6084-212	1834	Transportation Management System (TMS) Program	2,930,000	1,401,411	-	214,334	1,294,255	1,543,910	1,366,090	-	337,564	255,026	2,711,230	06/30/2023
19 6084-222	1835	Incident Management	4,160,000	1,739,585	258,341	323,979	1,838,095	1,937,818	2,222,182	-	-	1,016,631	1,205,554	06/30/2023
20 6084-225	1836	Transportation Management Center (TMC) Asset	1,150,000	422,459	-	-	727,541	423,642	726,358	-	-	65,106	661,252	06/30/2023
21 6084-220	1837	I-880 Intersect Corridor Management (ICM) Central Segment	1,142,000	99,756	-	393,408	648,837	173,745	968,255	-	-	52,410	915,845	06/30/2023
22 6084-232	1839	PDA Planning & Implementation	17,500,000	5,326,077	2,066	3,937,996	8,233,861	5,967,072	11,532,928	-	-	9,787,218	1,745,710	12/31/2026
24 6084-226	1841	ADOM & Dumbarton Forward Bike & Pedestrian Implementation	23,917,000	9,217,443	1,331,188	2,234,876	11,153,492	10,689,165	13,247,835	-	3,292,032	2,383,378	7,672,425	06/30/2024
25 6084-227	1842	Enhance Arterial: CAT1	10,915,000	4,318,081	-	2,671,670	3,925,249	5,905,830	5,009,170	-	-	2,630,252	2,378,918	06/30/2024
26 6084-230	1843	Commuter Parking DEM	2,500,000	107,630	-	2,392,370	-	386,614	2,113,386	-	-	-	2,113,386	06/30/2023
27 6084-233	1845	Freeway Performance - I-880 Corridor	14,000,000	3,580,986	-	10,412,555	6,459	5,574,216	8,425,784	-	-	-	-	06/30/2024
28 6084-235	1846	I-880 Communications Infrastructure	2,500,000	370,866	-	18,006	2,111,128	388,872	2,111,128	-	-	104,820	2,006,308	06/30/2023
29 6084-241	1847	Shared Use Mobility Alternatives	2,500,000	541,592	-	828,281	1,130,127	675,921	1,824,079	-	-	587,211	1,236,868	06/30/2024
30 6084-243	1849	Targeted Transportation Alternatives	375,000	135,362	-	179,199	10,439	178,630	146,370	-	-	14,252	-	06/30/2025
31 6084-255	1850	S11 - Traveler Information Program	5,700,000	4,116,518	150,320	316,789	1,116,373	4,654,546	1,045,454	-	765,450	280,000	-	06/30/2024
32 6084-244	1852	Connected Automobile Vehicle	2,500,000	206,765	-	96,399	2,196,836	286,945	2,213,055	-	-	475,841	1,737,214	06/30/2024
33 6084-259	1853	Bay Bridge Forward 2020/Freeway Perf-I-580	625,000	63,793	-	316,506	244,701	317,644	287,356	-	-	-	287,356	06/30/2025
34 6084-260	1854	S11 Traveler Information Program	16,672,000	976,892	-	2,227,149	13,467,959	3,318,851	13,353,149	-	940,961	6,668,223	5,743,870	06/30/2028
35 6084-263	1855	Bay Bridge Forward 2020/Freeway Perf-I-80 Corr.	3,000,000	742,266	-	181,287	2,076,447	1,139,287	1,860,713	-	-	1,140,905	719,808	06/30/2025
36 6084-264	1856	Freeway Performance Prelim Eng/Imp. SR-37	1,000,000	286,441	-	13,159	700,000	418,689	581,311	-	-	581,311	17,793	06/30/2025
37 6084-262	1857	Pavement Management Technical Assistance Program (PTAP)	3,000,000	923,102	-	1,260,933	1,398,863	1,601,137	-	-	-	1,601,137	-	06/30/2025
38 6084-269	1859	I-880 Communications Upgrade	100,000	14,285	-	85,715	22,291	77,709	-	-	52,410	-	25,300	01/31/2024
39 6084-273	1860	I-880 Express Lane in Alameda County	900,000	3,547	286,962	296,453	313,038	28,286	87,714	-	192,309	600,000	81,205	06/30/2026
40 6084-275	1861	Bikeway Program - Capital	700,000	-	-	-	700,000	-	700,000	-	-	700,000	-	06/30/2027
41 6084-277	1862	Regional Mapping Data Service Development - Capital	1,800,000	-	-	-	1,800,000	-	1,800,000	-	-	1,800,000	-	06/30/2027
42 6084-278	1863	Mapping and Wayfinding Program - Capital	991,538	-	-	-	991,538	-	991,538	-	-	991,538	-	06/30/2027
43 6084-279	1864	Technical Assistance Mobility Hub Pilot Program	150,000	-	-	-	150,000	3,694	146,306	-	-	-	146,306	06/30/2027
44 6084-281	1865	Planning Activities to Advance Delivery of Division Station	600,000	525,375	-	74,625	-	-	-	2,000,000	-	2,000,000	-	06/30/2027
45 6084-285	1867	Regional Planning Activities and Programming	-	-	-	-	49,500,000	-	-	868,700	-	7,299,092	41,332,208	06/30/2027
46 6084-288	1868	Regional Streets and Roads Program	-	-	-	-	-	-	-	10,000,000	-	10,000,000	-	06/30/2027
47 6084-284	1869	Regional Planning and Programming	-	-	-	-	-	-	-	35,157,000	-	35,157,000	-	06/30/2027
48 6084-290	1870	Climate Initiatives Education and Outreach	-	-	-	-	-	-	-	1,500,000	-	1,500,000	-	06/30/2027
49 6084-293	1872	Administration of the Priority Conservation Area	-	-	-	-	-	-	-	525,000	-	525,000	-	06/30/2027
50 6084-292	1873	Implement Bay Area Commuter Benefits Program	-	-	-	-	-	-	-	6,800,000	-	3,269,000	3,531,000	06/30/2027
51 Surface Transportation Block Grant (STBG)	XXXX	Surface Transportation Block Grant (STBG)	-	-	-	-	-	-	-	3,000,000	-	3,000,000	-	XXXX/XXXX
52 Surface Transportation Block Grant (STBG)	XXXX	Surface Transportation Block Grant (STBG)	-	-	-	-	-	-	-	28,124,607	524,607	27,600,000	-	XXXX/XXXX
53 Congestion Mitigation Air Quality (CMAQ) - New	XXXX	Congestion Mitigation Air Quality (CMAQ) - New	-	-	-	-	-	-	-	50,498,000	-	50,498,000	-	XXXX/XXXX
54 Surface Transportation Block Grant (STBG)	XXXX	Communication Fiber Lateral	-	-	-	-	-	-	-	2,850,000	-	2,850,000	-	XXXX/XXXX
55 Regional Infrastructure Accelerators (RIA) Program	XXXX	Regional Infrastructure Accelerators (RIA) Program: State Route 37 (SR 37)	-	-	-	-	-	-	-	1,500,000	-	1,500,000	-	06/30/2027
Total FHWA Grants			\$ 275,665,737	\$ 148,331,715	\$ 2,971,638	\$ 45,350,956	\$ 79,011,428	\$ 170,757,054	\$ 104,908,683	\$ 194,854,607	\$ 19,717,084	\$ 199,138,676	\$ 77,997,033	\$ 46,387
Federal Transit Administration (FTA) Grants														
56 74A0814	1602	FTA S303 (FY 2022-23)	\$ 4,641,057	\$ -	\$ -	\$ -	\$ 4,641,057	\$ -	\$ 4,641,057	\$ -	\$ 2,483,193	\$ 2,157,864	\$ -	06/30/2026
57 74A0814	1602	FTA S303 (FY 2021-22) (Carryover)	3,557,462	3,557,462	-	-	-	2,110,092	1,447,370	-	-	-	1,447,370	06/30/2025
58 74A0814	1602	FTA S303 (FY 2020-21) (Carryover)	3,557,462	3,557,462	-	-	-	3,361,174	196,288	-	-	-	196,290	06/30/2025
59 74A0814	1615	FTA S304 (FY 2022-23) (Carryover)	500,000	-	-	500,000	-	156,288	-	-	500,000	-	-	06/30/2025
60 74A0814	1604	FTA S304 (FY 2021-22) (Carryover)	500,000	-	-	500,000	-	500,000	-	-	246,993	253,010	-	06/30/2024
61 74A0814	1603	FTA S304 (FY 2020-21) (Carryover)	400,000	-	-	400,000	21,643	188,357	-	-	188,357	-	-	06/30/2023
62 74A0814	1638	FTA S304 (FY 2019-20) (Carryover)	466,500	13,981	-	452,578	367,134	99,425	-	-	99,425	-	-	06/30/2023
63 CA-37-X177	1630	Job Access and Revenue Commute Program (JARC)	2,430,952	1,826,505	-	604,447	1,838,633	592,319	-	-	-	32,144	560,170	XXXX/XXXX
Total FTA Grants			\$ 16,053,492	\$ 8,955,410	\$ -	\$ 452,578	\$ 6,645,504	\$ 7,888,676	\$ 8,164,816	\$ -	\$ 2,483,193	\$ 3,224,782	\$ 2,456,840	\$ -
Federal Emergency Management Agency (FEMA) & Environmental Protection Agency (EPA)														
64 EMF-2020-CA-00017-501	1113	Federal Emergency Management Agency (FEMA)	\$ 350,000	\$ 320,041	\$ -	\$ 29,959	\$ -	\$ 330,248	\$ 19,732	\$ -	\$ 19,732	\$ -	\$ -	09/30/2022
65 EPA-809-99T1501	1142	Environmental Protection Agency (EPA)	600,000	525,375	-	74,625	-							

Work Element	Description/Purpose	FY 2022-23 Amendment No. 1	FY 2022-23 Amendment No. 2	Change \$ Increase/(Decrease)
1111	<b>Support Commission Standing Committees</b>			
	Transportation Planning Programs	\$ 200,000	\$ 200,000	\$ -
	Equity Assessment, Consultation, and Administrative Review	200,000	200,000	-
	<b>TOTAL</b>	<b>\$ 400,000</b>	<b>\$ 400,000</b>	<b>\$ -</b>
1112	<b>Implement Public Information Program and Tribal Government Coordination</b>			
	Awards Program/Anniversary Event	\$ 55,000	\$ 55,000	\$ -
	Bike to Wherever/Work Program (sponsorship backfill)	50,000	50,000	-
	Design and Promotion	120,000	120,000	-
	Digital Promotion & Analysis (MTC, Bay Trail et al incl events)	75,000	75,000	-
	On call Video Services	35,000	35,000	-
	On-call Meeting Support (agencywide)	40,000	40,000	-
	Photography services for MTC/BATA (agencywide)	100,000	125,000	25,000
	Return to Transit Employer Surveys	170,000	170,000	-
	Return to Transit Marketing	200,000	200,000	-
	Return to Transit Poll	100,000	100,000	-
	Social Media Consultants (MTC, Bay Trail, et al)	110,000	110,000	-
	Transit Connectivity	20,000	20,000	-
	Translations/Legal Notices (agencywide)	100,000	100,000	-
	Youth Programs and BTWD Promo	26,000	26,000	-
	<b>TOTAL</b>	<b>\$ 1,201,000</b>	<b>\$ 1,226,000</b>	<b>\$ 25,000</b>
1120	<b>Regional Conservation Investment Strategy</b>			
	Regional Conservation Investment Strategy - Technical Support	\$ 527,701	\$ 527,701	\$ -
	<b>TOTAL</b>	<b>\$ 527,701</b>	<b>\$ 527,701</b>	<b>\$ -</b>
1121	<b>Regional Transportation Plan/Sustainable Communities</b>			
	Affordable Housing Needs & Revenue Update	\$ 100,000	\$ 100,000	\$ -
	CALCOG Support	30,800	30,800	-
	Civic Spark Fellow	35,000	35,000	-
	Equity Priority Communities Re-Imagining	199,987	199,987	-
	Plan Bay Area 2050 Final Phase CBO Engagement/Implementation Plan	75,000	75,000	-
	Plan Bay Area 2050 Final Phase Digital Promotion/Social Media	75,000	75,000	-
	Plan Bay Area 2050 Update Engagement (Implementation Plan, sea level rise work, etc.)	100,000	100,000	-
	Plan Bay Area 2050: Website Upgrades & Maintenance	50,000	50,000	-
	Regional Growth Forecast Update	100,000	100,000	-
	Unencumbered Carryover	473,811	473,811	-
	Climate Adaptation Assistance Bay Conservation and Development Commission (BCDC)	1,718,092	1,718,092	-
	Plan Bay Area 2050 Update Development	3,349,000	3,349,000	-
	<b>TOTAL</b>	<b>\$ 6,306,690</b>	<b>\$ 6,306,690</b>	<b>\$ -</b>
1122	<b>Analyze Regional Data Using GIS and Planning Models</b>			
	Continuous Travel Behavior Survey	\$ 300,000	\$ 300,000	\$ -
	Land Use Model Development	175,000	175,000	-
	Prior Year Carryover	87,962	87,962	-
	Regional Transit Passenger Survey	1,600,000	1,600,000	-
	Technical Support for Web Based Projects	100,000	100,000	-
	Travel Model 2 Conversion (TM2.2, TM2.3)	250,000	250,000	-
	Travel Model Core Development (ActivitySim)	35,000	35,000	-
	Modeling/Data Development & Application	2,032,000	2,032,000	-
	<b>TOTAL</b>	<b>\$ 4,579,962</b>	<b>\$ 4,579,962</b>	<b>\$ -</b>
1125	<b>Active Transportation Planning</b>			
	Active Transportation Plan Implementation	\$ 500,000	\$ 500,000	\$ -
	Regional Active Transportation Plan - Carryover	41,562	41,562	-
	<b>TOTAL</b>	<b>\$ 541,562</b>	<b>\$ 541,562</b>	<b>\$ -</b>

Work Element	Description/Purpose	FY 2022-23 Amendment No. 1	FY 2022-23 Amendment No. 2	Change \$ Increase/(Decrease)
1127	<b>Regional Trails</b>			
	Bay Trail Block Grant #5	\$ 163,190	\$ 163,190	\$ -
	Bay Trail Block Grant #6	1,320,160	1,320,160	-
	Bay Trail Cartographic Services	20,000	20,000	-
	Bay Trail Change Management	25,000	25,000	-
	Bay Trail Equity Strategy Phase: Phase II	126,128	126,128	-
	Bay Trail Gap Closure Implementation Plan	67,804	67,804	-
	Bay Trail Planning & Implementation: Equity Strategy Implementation Playbook	350,000	350,000	-
	Bay Trail Planning & Implementation: Regional Trails Data Strategy	200,000	200,000	-
	Bay Trail Planning & Implementation: Bay Trail Strategic Plan	200,000	200,000	-
	Bay Trail Planning & Implementation: Needs Assessment, Ops & Maintenance Plan	500,000	500,000	-
	Bay Trail Planning & Implementation: Technical Assistance	250,000	250,000	-
	Bay Trail Planning & Implementation: Project Delivery	750,000	750,000	-
	Bay Trail Planning & Implementation: Design Guidelines	250,000	250,000	-
	Bay Trail Access, Culture and Belonging		17,314	17,314
	Gap Closure Implementation Plan	250,000	250,000	-
	Encumbered Carryover	93,169	93,169	-
	Merchandise, Outreach & Advertising	20,000	20,000	-
	Regional Priority Conservation Area Program		6,039,000	6,039,000
	Quick Build	164,034	164,034	-
	Water Trail Block Grant #2	175,974	175,974	-
	<b>TOTAL</b>	<b>\$ 4,925,458</b>	<b>\$ 10,981,772</b>	<b>\$ 6,056,314</b>
1128	<b>Resilience and Hazards Planning</b>			
	Resilience Technical Assistance & Planning	\$ 100,000	\$ 50,000	\$ (50,000)
	Sea Level Rise Adaptation Funding and Investment Framework	200,000	200,000	-
	<b>TOTAL</b>	<b>\$ 300,000</b>	<b>\$ 250,000</b>	<b>\$ (50,000)</b>
1132	<b>Advocate Legislative Programs</b>			
	Legislative Advocates - Sacramento	\$ 152,000	\$ 152,000	\$ -
	Legislative Advocates - Washington D.C.	315,000	315,000	-
	Revenue Measure Polling	200,000	200,000	-
	<b>TOTAL</b>	<b>\$ 667,000</b>	<b>\$ 667,000</b>	<b>\$ -</b>
1150	<b>Executive Office</b>			
	Contingency	\$ 500,000	\$ 500,000	\$ -
	<b>TOTAL</b>	<b>\$ 500,000</b>	<b>\$ 500,000</b>	<b>\$ -</b>
1151	<b>Legal Office</b>			
	Legal Bench Services	500,000	500,000	-
	Litigation reserves	1,400,000	1,400,000	-
	<b>TOTAL</b>	<b>\$ 1,900,000</b>	<b>\$ 1,900,000</b>	<b>\$ -</b>
1152	<b>Financial Management</b>			

Work Element	Description/Purpose	FY 2022-23 Amendment No. 1	FY 2022-23 Amendment No. 2	Change \$ Increase/(Decrease)
<b>1161</b>	<b>Information Technology Services</b>			
	AD Migration Project	\$ 20,000	\$ 20,000	\$ -
	Central Square Support	20,000	20,000	-
	DATA Security Improvements, Cloud Data Risk	50,000	50,000	-
	Leave Management System	3,000	3,000	-
	Network Assistance	50,000	50,000	-
	PC Support Technician	95,000	95,000	-
	Project Coordinator- SD	95,000	95,000	-
	Salesforce: Agency CRM Enhancement	100,000	100,000	-
	Salesforce: Operations Support & Governance	525,000	525,000	-
	Security Program Consulting and Advisory	120,000	120,000	-
	Technical Assistance Portal Enhancements	30,000	30,000	-
	Web Accessibility 508 On-Going O&M	100,000	100,000	-
	Web Security Project	200,000	200,000	-
	Web/DB Application Development/Integration	50,000	50,000	-
	Website Operations Maintenance and Enhancement	375,000	375,000	-
	SharePoint Consulting Services	50,000	50,000	-
	TSS App Developer Consultant	200,000	200,000	-
	<b>TOTAL</b>	<b>\$ 2,083,000</b>	<b>\$ 2,083,000</b>	<b>\$ -</b>
<b>1162</b>	<b>Agency Websites</b>			
	Website Operations Maintenance and Enhancement	\$ 75,000	\$ 75,000	\$ -
	<b>TOTAL</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ -</b>
<b>1212</b>	<b>Performance Measuring and Monitoring</b>			
	Performance Monitoring and Vital Signs	\$ 225,000	\$ 225,000	\$ -
	<b>TOTAL</b>	<b>\$ 225,000</b>	<b>\$ 225,000</b>	<b>\$ -</b>
<b>1222</b>	<b>Regional Carpool/Vanpool Program and Commuter Benefits Program</b>			
	Bay Area Carpool Program	\$ 850,000	\$ -	\$ (850,000)
	Bay Area Vanpool Program	1,199,640	2,473,160	1,273,520
	Commuter Benefits Program (SB 1128)	210,000	210,000	-
	Commuter Benefits Program	2,540,000	5,909,000	3,369,000
	Vanpool Audits	30,000	30,000	-
	Bay Area Car Pool Program - Carryover	1,651,017	1,651,017	-
	<b>TOTAL</b>	<b>\$ 6,480,657</b>	<b>\$ 10,273,177</b>	<b>\$ 3,792,520</b>
<b>1223</b>	<b>Support Transportation Managements System</b>			
	1-880 Communications Upgrade	\$ 2,000,000	\$ 2,000,000	\$ -
	Encumbered Carryover	25,299	-	(25,299)
	Regional Comm	-	200,000	200,000
	ATMS Maintenance Support	-	50,000	50,000
	I-880 Communications Infrastructure - Carryover	6,308	6,308	-
	I-880 ICM Central Segment Design - Carryover	357,875	357,875	-
	TMC Programs and Related Infrastructure	661,252	661,252	-
	Unencumbered Carryover	1,036,496	1,036,496	-
	<b>TOTAL</b>	<b>\$ 4,087,230</b>	<b>\$ 4,311,931</b>	<b>\$ 224,701</b>

Work Element	Description/Purpose	FY 2022-23 Amendment No. 1	FY 2022-23 Amendment No. 2	Change \$ Increase/(Decrease)
<b>1224</b>	<b>Regional Traveler Information</b>			
	511 Alerting	\$ 75,000	\$ 75,000	\$ -
	511 Express Lane Operations - Est. Carryover	598,323	598,323	-
	511 Innovation Lab	200,000	200,000	-
	511 System Integrator	2,500,000	2,500,000	-
	511 System Integrator - Carryover	-	-	-
	System Integrator	52,673	52,673	-
	511 TIC Operations	1,420,000	1,420,000	-
	511 Web Hosting	80,000	80,000	-
	511 Web Services	1,650,000	1,650,000	-
	Contract Management Services	30,000	30,000	-
	Technical Advisor Services	400,000	400,000	-
	Transit Data QA/QC Services	250,000	250,000	-
	<b>TOTAL</b>	<b>\$ 7,255,996</b>	<b>\$ 7,255,996</b>	<b>\$ -</b>
<b>1233</b>	<b>Transportation Asset Management (TAM)</b>			
	Local Road Safety Plan Assistance	\$ 2,000,000	\$ 2,000,000	\$ -
	PTAP Projects	10,850,000	11,045,000	195,000
	PTAP Projects - Est. Carryover	645,037	645,037	-
	PTAP Projects - Unencumbered Est. Carryover	53,340	53,340	-
	Quality Assurance Program for PTAP	60,000	60,000	-
	Regional Safety Campaign	500,000	500,000	-
	Regional Safety Data System and State of Safety in the Region Report	312,906	312,906	-
	Street Saver Development	1,500,000	1,800,000	300,000
	Street Saver Training	650,000	650,000	-
	StreetSaver Training & Guidance		50,000	50,000
	<b>TOTAL</b>	<b>\$ 16,571,283</b>	<b>\$ 17,116,283</b>	<b>\$ 545,000</b>
<b>1234</b>	<b>Arterial and Transit Management</b>			
	PASS	\$ 2,000,000	\$ 2,000,000	\$ -
	2016 On-Call Transportation Eng. and Plan Services - Carryover	447,968	447,968	-
	2016 On-Call Transportation - Unencumbered Carryover	-	-	-
	2016 On-Call Transp. Engng. & Plan. - Carryover	273,377	273,377	-
	AC Transit, Dumbarton Express IDEA Project - Carryover	1,461,501	1,461,501	-
	Supplemental IDEA Category 2 - Carryover	282,356	282,356	-
	IDEA Category 1 - Carryover	613,018	613,018	-
	Match for STBG	340,777	340,777	-
	Carryover	1,437,980	1,437,980	-
	<b>TOTAL</b>	<b>\$ 6,856,977</b>	<b>\$ 6,856,977</b>	<b>\$ -</b>
<b>1235</b>	<b>Incident Management</b>			
	I-880 Central Segment PE/Env/Design	\$ 550,000	\$ 550,000	\$ -
	I-880 ICM North Segment Integration - Carryover	3,615,566	3,615,566	-
	I-880 ICM Project Construction and System Integration	300,000	300,000	-
	I-880 Integrated Corridor Management (ICM) Central Segment construction phase	1,498,000	1,498,000	-
	<b>TOTAL</b>	<b>\$ 5,963,566</b>	<b>\$ 5,963,566</b>	<b>\$ -</b>
<b>1237</b>	<b>Freeway Performance</b>			
	2019 Project Management - Carryover	\$ 228,083	\$ 228,083	\$ -
	2019 Project/Program Management Services - Carryover	13,559	13,559	-
	ALA-I-580 Westbound - Carryover	287,356	287,356	-
	Bay Bridge Forward - Carryover	450,010	450,010	-
	Commuter Parking Initiative	646,500	646,500	-
	Commuter Parking Outreach - Carryover	661,868	661,868	-
	Consultants - Carryover	954,724	954,724	-
	Design Alternatives Assessments/Corridor Studies	1,500,000	1,500,000	-
	Freeway Performance Prelim Eng/Imp. SR-37	2,050,000	2,050,000	-
	I-80 CMCP/I-80 DAA	885,000	885,000	-
	Northbound I-680 Express Lane Project - Carryover	8,425,784	8,425,784	-
	On-Call Transportation Eng. and Planning Services - Carryover	38,174	38,174	-
	Parking Operations & Management - Carryover	2,095,196	2,095,196	-
	RSR Forward Bike/TDM	400,000	400,000	-
	Transp. Engng. & Planning Services - Carryover	150,606	150,606	-
	<b>TOTAL</b>	<b>\$ 18,786,860</b>	<b>\$ 18,786,860</b>	<b>\$ -</b>

Work Element	Description/Purpose	FY 2022-23 Amendment No. 1	FY 2022-23 Amendment No. 2	Change \$ Increase/(Decrease)
1238	<b>Technology-Based Operations &amp; Mobility</b>			
	Bikeshare Capital Grant Program	\$ 826,000	\$ 826,000	\$ -
	Bikeshare Implementation	700,000	700,000	-
	Connected and Automated Vehicles	450,000	450,000	-
	Napa Valley Forward TDM	240,000	240,000	-
	Shared Use Mobility	575,000	575,000	-
	<b>TOTAL</b>	<b>\$ 2,791,000</b>	<b>\$ 2,791,000</b>	<b>\$ -</b>
1239	<b>Regional Mobility Technology Program</b>			
	Regional ITS Architecture	\$ 50,000	\$ 50,000	\$ -
	Regional Map	1,791,538	1,791,538	-
	Regional Mapping Data Services Platform	1,900,000	1,900,000	-
	Salesforce: Regional Account	500,000	500,000	-
	Transit Connectivity Gap Analysis with Regional GTFS	388,347	388,347	-
	<b>TOTAL</b>	<b>\$ 4,629,885</b>	<b>\$ 4,629,885</b>	<b>\$ -</b>
1240	<b>Clean Air Program</b>			
	Clean California Portal Lighting Project	\$ 6,500,000	\$ -	\$ (6,500,000)
	<b>Total</b>	<b>\$ 6,500,000</b>	<b>\$ -</b>	<b>\$ (6,500,000)</b>
1310	<b>Access and Mobility Planning</b>			
	Blue Ribbon Action Plan - Paratransit Analysis	\$ 250,000	\$ 250,000	\$ -
	Community Choice Learning Hub: Contracting w/CBOs	30,000	30,000	-
	Equity Action Plan: FPP Cohort - Equity Platform Implementation in Fund Sources	70,000	70,000	-
	FY 2021-22 Carryover	32,144	32,144	-
	Participatory Budgeting Advisory Technical Assistance	100,000	100,000	-
	<b>TOTAL</b>	<b>\$ 482,144</b>	<b>\$ 482,144</b>	<b>\$ -</b>
1311	<b>Means Based Fare Program</b>			
	Means Based Fare Subsidy - Operator	\$ 1,094,404	\$ 6,720,716	\$ 5,626,312
	Other Admin	500,000	500,000	-
	Program Admin	1,500,000	1,500,000	-
	Technology Support	500,000	500,000	-
	<b>TOTAL</b>	<b>\$ 3,594,404</b>	<b>\$ 9,220,716</b>	<b>\$ 5,626,312</b>
1312	<b>Support Title VI and Environmental Justice</b>			
	Title VI Triennial Report and LAP review assistance	\$ 75,000	\$ 75,000	\$ -
	<b>TOTAL</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ -</b>
1314	<b>Means Based Toll Discount</b>			
	FasTrak START Pilot Study on EL	\$ 300,000	\$ 300,000	\$ -
	I-880 Corridor Performance Evaluation for Toll Discount Pilot	300,000	300,000	-
	<b>TOTAL</b>	<b>\$ 600,000</b>	<b>\$ 600,000</b>	<b>\$ -</b>
1413	<b>Climate Initiative</b>			
	Bike to Wherever/Work Day Program	\$ 1,500,000	\$ 1,500,000	\$ -
	Spare The Air Youth - Carryover	531,754	531,754	-
	Regional Carsharing - Carryover	142,352	142,352	-
	Electric Vehicles and Chargers	20,000,000	20,000,000	-
	Mobility Hubs	15,000,000	15,000,000	-
	Parking Program	10,001,908	10,001,908	-
	Targeted Transportation Alternatives	-	-	-
	<b>TOTAL</b>	<b>\$ 47,176,014</b>	<b>\$ 47,176,014</b>	<b>\$ -</b>
1514	<b>Regional Assistance Programs and Project Reviews</b>			
	Performance Audits - RFP	\$ 285,000	\$ 285,000	\$ -
	TDA/STA Portal	290,000	215,000	(75,000)
	<b>TOTAL</b>	<b>\$ 575,000</b>	<b>\$ 500,000</b>	<b>\$ (75,000)</b>
1515	<b>State Programming, Monitoring and STIP Development</b>			
	ATP Technical Assistance Program	\$ 300,000	\$ 300,000	\$ -
	<b>TOTAL</b>	<b>\$ 300,000</b>	<b>\$ 300,000</b>	<b>\$ -</b>

Work Element	Description/Purpose	FY 2022-23 Amendment No. 1	FY 2022-23 Amendment No. 2	Change \$ Increase/(Decrease)
1517	<b>Transit Sustainability Planning</b>			
	Blue Ribbon Analysis	\$ 3,240,000	\$ 3,240,000	\$ -
	Connected Network Plan Community Engagement	250,000	250,000	-
	Connected Network Plan Technical Assistance	750,000	750,000	-
	Regional Zero Emission Fleet Strategy	612,911	612,911	-
	SRTPs	720,000	720,000	-
	Diridon Station Business Case Planning Support	2,000,000	2,000,000	-
	<b>TOTAL</b>	<b>\$ 7,572,911</b>	<b>\$ 7,572,911</b>	<b>\$ -</b>
1520	<b>BART Metro 2030 and Beyond</b>			
	Bart Metro 2030 and Beyond	\$ 168,192	\$ 168,192	\$ -
	<b>TOTAL</b>	<b>\$ 168,192</b>	<b>\$ 168,192</b>	<b>\$ -</b>
1521	<b>Bay Area Regional Rail Partnerships: Project Delivery and Governance</b>			
	Bay Area Regional Rail Partnerships: Project Delivery and Governance	\$ 188,357	\$ 188,357	\$ -
	<b>TOTAL</b>	<b>\$ 188,357</b>	<b>\$ 188,357</b>	<b>\$ -</b>
1522	<b>San Francisco Municipal Transportation Agency (SFMTA) Muni Modernization Planning Study</b>			
	San Francisco Municipal Transportation Agency (SFMTA) Muni Modernization Planning Study	\$ 1,200,000	\$ 1,200,000	\$ -
	<b>TOTAL</b>	<b>\$ 1,200,000</b>	<b>\$ 1,200,000</b>	<b>\$ -</b>
1611	<b>Regional Growth Framework Planning and Implementation</b>			
	Carryover Match for Various Projects	\$ 1,281,842	\$ 1,281,842	\$ -
	CTA Planning & Programming Activities	35,157,000	35,157,000	-
	Growth Framework Implementation	-	-	-
	Milpitas Gateway/PDA Planning - Carryover	500,000	500,000	-
	PCA Revamp	25,000	75,000	50,000
	Priority Conservation Area (PCA) Revamp	250,000	250,000	-
	Railvolution	15,000	15,000	-
	Transit Oriented Communities (TOC) Policy Implementation	282,390	282,390	-
	Climate Adaptation Assistance Bay Conservation and Development Commission (BCDC)	-	-	-
	Del Norte Station Precise Plan - Carryover	206,845	206,845	-
	Downtown Specific Plan EIR - Carryover	34,800	34,800	-
	El Camino Precise Plan Environmental Impact Report (EIR)/Form Based Code - Carryover	277,160	277,160	-
	General Plan Update - Carryover	1,600,000	1,600,000	-
	Growth Framework Implementation - PDA Grants	23,000,000	23,000,000	-
	Growth Framework Implementation - PPA Grants	2,000,000	2,000,000	-
	Jumpstart Alameda County - carryover		2,000,000	2,000,000
	Lindenville Specific Plan - Carryover	500,000	500,000	-
	Master Funding Agreement (MFA)-PDA-Decoto Industrial Park Study - Carryover	340,102	340,102	-
	PDA Regional Studies - Carryover	87,000	87,000	-
	Planning, Programming Transportation Land Use - Carryover	50,558	50,558	-
	Priority Development Area (PDA) Grant Program - Carryover	4,670,000	4,670,000	-
	San Francisco Market Street Hub EIR - Carryover	134,649	134,649	-
	SW Expressway & Race Street Urban Village Plan - Carryover	545,987	545,987	-
	Transit Corridors & 22nd Street Station Relocation - Carryover	434,200	434,200	-
	Unencumbered Carryover	89,362	89,362	-
	Vehicle Miles Traveled (VMT) Policy Adoption Technical Assistance - Carryover	240,000	240,000	-
	VMT Policy Adoption - Carryover	240,000	240,000	-
	<b>TOTAL</b>	<b>\$ 73,961,895</b>	<b>\$ 74,011,895</b>	<b>\$ 2,050,000</b>
1612	<b>Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning</b>			
	Initiative #1 Climate Adaptation	\$ 100,000	\$ 100,000	\$ -
	Initiative #2 Climate Adaptation	100,000	100,000	-
	Initiative #3 Greenhouse Gas (GHG) Reduction	100,000	100,000	-
	Initiative #4 Greenhouse Gas (GHG) Reduction	100,000	100,000	-
	<b>TOTAL</b>	<b>\$ 400,000</b>	<b>\$ 400,000</b>	<b>\$ -</b>



Work Element	Description/Purpose	FY 2022-23 Amendment No. 1	FY 2022-23 Amendment No. 2	Change \$ Increase/(Decrease)
1614	<b>Vehicle Miles Traveled - Reduction Planning for Priority Development Areas</b>			
	Vehicle Miles Traveled Reduction Planning for Development Areas	\$ 310,183	\$ 310,183	\$ -
	<b>TOTAL</b>	<b>\$ 310,183</b>	<b>\$ 310,183</b>	<b>\$ -</b>
1615	<b>Connecting Housing and Transportation</b>			
	EPA Brownfields Grant	\$ 58,933	\$ 58,933	\$ -
	<b>TOTAL</b>	<b>\$ 58,933</b>	<b>\$ 58,933</b>	<b>\$ -</b>
1621	<b>Network Management - Planning for Implementation</b>			
	Network Management - Planning for Implementation	\$ 496,993	\$ 496,993	\$ -
	<b>TOTAL</b>	<b>\$ 496,993</b>	<b>\$ 496,993</b>	<b>\$ -</b>
1622	<b>Next-Generation Bay Area Freeways Study</b>			
	Next-Generation Bay Area Freeways Study Operational Analysis	\$ 150,000	\$ 150,000	\$ -
	Public Engagement	250,000	250,000	-
	Public Engagement and Outreach	82,878	82,878	-
	<b>TOTAL</b>	<b>\$ 482,878</b>	<b>\$ 482,878</b>	<b>\$ -</b>
<b>Total Contractual and Professional Services</b>		<b>\$ 244,229,230</b>	<b>\$ 253,924,077</b>	<b>\$ 11,694,847</b>

**Bay Area Forward - Project Delivery**

**Bay Bridge Forward 2016 (2656)**

**Revenue:**

Surface Transportation Block Grant (STBG)	\$ 44,452	\$ 249,638	\$ -	\$ 249,638
Congestion Mitigation and Air Quality (CMAQ)	41,178	-	-	-
Bay Area Air Quality Management District (BAAQMD)	8,500	-	-	-
Service Authority for Freeways and Expressways (SAFE)	25,000	-	-	-
Exchange	123,557	-	-	-
Regional Measure 2 (RM2) Capital	597,327	6,722,000	-	6,722,000
<b>Total Revenue</b>	<b>\$ 840,014</b>	<b>\$ 6,971,638</b>	<b>\$ -</b>	<b>\$ 6,971,638</b>

**Expense:**

Staff Costs	\$ 85,795	\$ 85,795	\$ -	\$ 85,795
Consultants	769,761	6,885,843	-	6,885,843
<b>Total Expense</b>	<b>\$ 855,557</b>	<b>\$ 6,971,638</b>	<b>\$ -</b>	<b>\$ 6,971,638</b>

**Bay Bridge Forward 2020 (2657)**

**Revenue:**

Surface Transportation Block Grant (STBG)/(New)	\$ 435,409	\$ 7,000,000	\$ -	\$ 7,000,000
Congestion Mitigation and Air Quality (CMAQ)		12,709,362	-	12,709,362
Bay Area Toll Authority (BATA) Local Partnership		5,000,000	-	5,000,000
Bay Area Toll Authority (BATA) Rehabilitation	900,716	2,000,000	-	2,000,000
Alameda County Transportation Commission (ACTC)	737,626	6,407,833	-	6,407,833
<b>Total Revenue</b>	<b>\$ 2,073,751</b>	<b>\$ 33,117,195</b>	<b>\$ -</b>	<b>\$ 33,117,195</b>

**Expense:**

Staff Costs	\$ 95,524	\$ -	\$ -	\$ -
Consultants	2,038,390	33,117,195	-	33,117,195
<b>Total Expense</b>	<b>\$ 2,133,914</b>	<b>\$ 33,117,195</b>	<b>\$ -</b>	<b>\$ 33,117,195</b>

**Bay Area Forward - Richmond San Rafael Forward (2658)**

**Revenue:**

Surface Transportation Block Grant (STBG)	\$ 35,154	\$ -	\$ -	\$ -
Exchange		100,000	-	100,000
<b>Total Revenue</b>	<b>\$ 35,154</b>	<b>\$ -</b>	<b>\$ 100,000</b>	<b>\$ -</b>

**Expense:**

Staff Costs	\$ 35,688	\$ -	\$ -	\$ -
Consultants		100,000	-	100,000
<b>Total Expense</b>	<b>\$ 35,688</b>	<b>\$ 100,000</b>	<b>\$ -</b>	<b>\$ 100,000</b>

**Revenue:**

Surface Transportation Block Grant (STBG)	\$ 552,044	\$ 909,471	\$ -	\$ 909,471
Congestion Mitigation and Air Quality (CMAQ)		3,046,800	-	3,046,800
<b>Total Revenue</b>	<b>\$ 552,044</b>	<b>\$ 3,956,271</b>	<b>\$ -</b>	<b>\$ 3,956,271</b>

**Expense:**

Staff Costs	\$ 53,719	\$ -	\$ -	\$ -
Consultants	502,242	3,956,271	-	3,956,271
<b>Total Expense</b>	<b>\$ 555,961</b>	<b>\$ 3,956,271</b>	<b>\$ -</b>	<b>\$ 3,956,271</b>

FY 2022-23  
BAY AREA FORWARD OPERATING AND CAPITAL BUDGETS

ATTACHMENT D

Bay Area Forward - Freeway Performance Initiative US - 101 (2661)	Actuals Life-to-Date (LTD) 2/28/2023	FY 2022-23 Amendment No. 1 Life-to-Date (LTD)	FY 2022-23 Amendment No. 2	FY 2022-23 Amendment No. 2 Life-To-Date (LTD)
<b>Revenue:</b>				
Congestion Mitigation and Air Quality (CMAQ)	\$ 40,475	\$ -	\$ -	\$ -
Surface Transportation Block Grant (STBG)	51,231	2,406,000	-	2,406,000
<b>Total Revenue</b>	<b>\$ 91,706</b>	<b>\$ 2,406,000</b>	<b>\$ -</b>	<b>\$ 2,406,000</b>
<b>Expense:</b>				
Staff Costs	\$ 55,547	\$ -	\$ -	\$ -
Consultants	40,475	2,406,000	-	2,406,000
<b>Total Expense</b>	<b>\$ 96,022</b>	<b>\$ 2,406,000</b>	<b>\$ -</b>	<b>\$ 2,406,000</b>
<b>Bay Area Forward - Dumbarton Forward (2662)</b>				
<b>Revenue:</b>				
Surface Transportation Block Grant (STBG)/(New)	\$ 244,752	\$ 4,000,000	\$ -	\$ 4,000,000
Regional Measure 2 (RM2) Capital		-	-	-
<b>Total Revenue</b>	<b>\$ 244,752</b>	<b>\$ 4,000,000</b>	<b>\$ -</b>	<b>\$ 4,000,000</b>
<b>Expense:</b>				
Staff Costs	\$ 87,754	\$ -	\$ -	\$ -
Consultants	157,614	4,000,000	-	4,000,000
<b>Total Expense</b>	<b>\$ 245,368</b>	<b>\$ 4,000,000</b>	<b>\$ -</b>	<b>\$ 4,000,000</b>
<b>Bay Area Forward - Napa Forward (2663)</b>				
<b>Revenue:</b>				
Surface Transportation Block Grant (STBG)/(New)	\$ 1,146,236	\$ 12,400,800	\$ -	\$ 12,400,800
<b>Total Revenue</b>	<b>\$ 1,146,236</b>	<b>\$ 12,400,800</b>	<b>\$ -</b>	<b>\$ 12,400,800</b>
<b>Expense:</b>				
Staff Costs	\$ 253,646	\$ -	\$ -	\$ -
Consultants	894,648	12,400,800	-	12,400,800
<b>Total Expense</b>	<b>\$ 1,148,294</b>	<b>\$ 12,400,800</b>	<b>\$ -</b>	<b>\$ 12,400,800</b>
<b>Total Revenue Bay Bridge Forward</b>	<b>\$ 4,983,657</b>	<b>\$ 62,951,904</b>	<b>\$ -</b>	<b>\$ 62,951,904</b>
<b>Total Expense Bay Bridge Forward</b>	<b>\$ 5,070,803</b>	<b>\$ 62,951,904</b>	<b>\$ -</b>	<b>\$ 62,951,904</b>

FY 2022-23  
EXCHANGE FUND

EXCHANGE FUND  
FY 2022-23 Budget

ATTACHMENT E

	FY 2022-23 Amendment No. 1	FY 2022-23 Amendment No. 2	Change \$ Increase/(Decrease)
Revenue - Transportation Authority of Marin (TAM)	\$ 75,651,097	\$ 75,651,097	\$ -
Revenue - Solano Transportation Authority (STA)	65,000,000	65,000,000	-
Interest income	-	-	-
<b>Total revenue</b>	<b>\$ 140,651,097</b>	<b>\$ 140,651,097</b>	<b>\$ -</b>
Professional Fees	\$ 2,087,500	\$ 10,126,500	\$ 8,039,000
Transfer out (i.e. MTC Allocations)	-	-	-
<b>Total expense</b>	<b>\$ 2,087,500</b>	<b>\$ 10,126,500</b>	<b>\$ 8,039,000</b>
<b>Revenue over Expense</b>	<b>\$ 138,563,597</b>	<b>\$ 130,524,597</b>	<b>\$ (8,039,000)</b>

**Clipper 1 Operating:****Revenue:**

	FY 2022-23 Ammendment No. 1	FY 2022-23 Amendment No. 2	Change \$ Increase/(Decrease)
Regional Measure 2 (RM2)	\$ 3,209,807	\$ 3,209,807	\$ -
State of Good Repair (SGR)	68,188	68,188	-
State Transit Assistance (STA)	10,000,000	10,000,000	-
Float Account Interest	1,500,000	1,500,000	-
Transit Operators	12,515,000	12,515,000	-
<b>Total Revenue</b>	<b>\$ 27,292,995</b>	<b>\$ 27,292,995</b>	<b>\$ -</b>

**Expense:**

Staff cost	\$ 597,470	\$ 597,470	\$ -
General Operations	488,162	488,162	-
Clipper Operations	26,207,362	26,207,362	-
<b>Total Expense</b>	<b>\$ 27,292,995</b>	<b>\$ 27,292,995</b>	<b>\$ -</b>

**Clipper 2 Operating:****Revenue:**

	FY 2022-23 Ammendment No. 1	FY 2022-23 Amendment No. 2	Change \$ Increase/(Decrease)
Regional Measure 2 (RM2)	\$ 1,790,193	\$ 1,790,193	\$ -
State of Good Repair (SGR)	9,893,309	9,893,309	-
Clipper Cards	4,255,000	4,255,000	-
Transit Operators	8,030,000	8,030,000	-
<b>Total Revenue</b>	<b>\$ 23,968,502</b>	<b>\$ 23,968,502</b>	<b>\$ -</b>

**Expense:**

Staff cost	\$ 987,702	\$ 987,702	\$ -
General Operations	10,400	10,400	-
Clipper 2 Operations	22,970,400	22,970,400	-
<b>Total Expense</b>	<b>\$ 23,968,502</b>	<b>\$ 23,968,502</b>	<b>\$ -</b>

**Clipper 1 Capital:****Revenue:**

	FY 2022-23 Life-To-Date (LTD)	FY 2022-23 Amendment No. 2	FY 2022-23 Proposed LTD
Congestion Mitigation and Air Quality (CMAQ)	\$ 65,048,448	\$ -	\$ 65,048,448
Clipper Cards	27,031,267	-	27,031,267
Low Carbon Transit Operations (LCTOP)	8,224,373	-	8,224,373
American Recovery and Reinvestment Act (ARRA)	11,167,891	-	11,167,891
Federal Transit Administration (FTA)	14,098,770	-	14,098,770
Surface Transportation Block Grant (STBG)	31,790,753	-	31,790,753
State Transit Assistance (STA)	21,946,540	-	21,946,540
Proposition 1B	1,115,383	-	1,115,383
San Francisco Municipal Transportation Agency (SFMTA)	8,005,421	-	8,005,421
Golden Gate Bridge, Highway & Transportation District (GGBHTD)	2,975,000	-	2,975,000
Bay Area Rapid Transit (BART)	725,000	-	725,000
Exchange Fund	7,573,878	-	7,573,878
Bay Area Toll Authority (BATA)	26,520,751	-	26,520,751
Transit Operators	11,779,437	-	11,779,437
Water Emergency Transportation Authority (WETA)	603,707	-	603,707
Sales Tax	890,216	-	890,216
Clipper Escheatment	218,251	-	218,251
<b>Total Revenue</b>	<b>\$ 239,715,086</b>	<b>\$ -</b>	<b>\$ 239,715,086</b>

**Expense:**

Staff Costs	\$ 16,187,387	\$ -	\$ 16,187,387
Equipment	48,726,873	-	48,726,873
Consultants	174,720,826	-	174,720,826
<b>Total Expense</b>	<b>\$ 239,635,086</b>	<b>\$ -</b>	<b>\$ 239,635,086</b>

**Clipper 2 Capital:****Revenue:**

	FY 2022-23 Life-To-Date (LTD)	FY 2022-23 Amendment No. 2	FY 2022-23 Proposed LTD
Surface Transportation Block Grant (STBG)	\$ 9,477,616	\$ -	\$ 9,477,616
Federal Transit Administration (FTA)	176,438,364	(30,000,000)	\$ 146,438,364
Congestion Mitigation and Air Quality (CMAQ)	1,621,068	-	1,621,068
BATA	22,859,802	-	22,859,802
State of Good Repair (SGR)	57,300,415	-	57,300,415
State Transit Assistance (STA)	6,186,267	-	6,186,267
Clipper Cards	7,000,000	-	7,000,000
Low Carbon Transit Operations (LCTOP)	452,961	-	452,961
Inactive Cards	135,000	-	135,000
<b>Total Revenue</b>	<b>\$ 281,471,493</b>	<b>\$ (30,000,000)</b>	<b>\$ 251,471,493</b>

**Expense:**

Staff Costs	\$ 17,603,938	\$ -	\$ 17,603,938
Equipment	7,591,903	-	7,591,903
Consultants	246,967,334	(30,000,000)	216,967,334
Contingency	9,308,318	-	9,308,318
<b>Total Expense</b>	<b>\$ 281,471,493</b>	<b>\$ (30,000,000)</b>	<b>\$ 251,471,493</b>

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 23-0716      **Version:** 1      **Name:**

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

**File created:** 5/2/2023      **In control:** Joint MTC ABAG Legislation Committee

**On agenda:** 6/9/2023      **Final action:**

**Title:** MTC Resolution No. 4590. Revised Draft 2023 MTC Public Participation Plan

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8c 23-0716 MTC Resolution 4590 Revised Draft 2023 PPP.pdf](#)  
[8c 23-0716 Attachment A MTC Resolution 4590.pdf](#)  
[8c 23-0716 Attachment B PPP CBO Engagement.pdf](#)  
[8c 23-0716 Attachment C Summary Revisions to 2023 Draft PPP.pdf](#)  
[2ci 23-0716 Summary Sheet 2023 MTC PPP.pdf](#)  
[2cii 23-0716 Attachment A MTC PPP Reso No 4590.pdf](#)  
[2ciii 23-0716 Attachment B MTC PPP CBO Engagement.pdf](#)  
[2civ 23-0716 Attachment C MTC PPP Revisions.pdf](#)

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

MTC Resolution No. 4590. Revised Draft 2023 MTC Public Participation Plan

### Presenter:

Alex Eisenhart

### Recommended Action:

MTC Commission Approval

### Attachments:

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

**June 9, 2023**

**Agenda Item 2c**

**MTC Resolution No. 4590: 2023 MTC Public Participation Plan**

---

**Subject:**

Summary of what we heard during the 45-day public comment period for MTC's Draft 2023 Public Participation Plan (PPP), what changed and recommendation for approval.

**Background:**

Federal regulations require MTC to adopt a PPP to inform the public and our partners about how they can participate in the development of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP). State statutes further require metropolitan planning organizations, like MTC, to develop an engagement plan for the development of the RTP and the Sustainable Communities Strategy (SCS), which is the region's long-range plan known as Plan Bay Area. Due to the nature of the specific federal and state requirements, the PPP has historically been focused exclusively on the long-range plan and the TIP; however, the latest iteration of the PPP informs members of the public of the various other opportunities to get involved in MTC's work. The current update provided a timely opportunity to incorporate MTC's Equity Platform into the PPP, as well as update our Guiding Principles and Engagement Strategies.

**What We Heard:**

On February 24, 2023, MTC released the Draft PPP for a 45-day public comment period. Multiple e-mail blasts, a direct mailer to Equity Priority Communities, a press release and a digital promotion campaign encouraged the Bay Area public to read and comment on the PPP. Additionally, MTC staff conducted a new round of engagement with leaders from community-based organizations to solicit input on the document's proposed engagement methods, especially those aimed at engaging historically underrepresented and hard-to-reach populations (see Attachment B). The public comment period closed on April 10, 2023.

In addition to the input received from CBO leaders, the public comment period yielded 124 comments in the form of emails, comments submitted via the web and written correspondence



from members of the public as well as our partners. The following are the key takeaways from engagement on the Draft PPP:

- Prioritize online engagement and quick opportunities to provide input (e.g., surveys, questionnaires).
- When conducting in-person engagement, go to where the people are and offer incentives to increase participation.
- Increase education and raise the public's awareness about who MTC is and its work, especially regarding Plan Bay Area.
- *Broadly* promote and advertise upcoming events and engagement opportunities.
- Increase accountability and build trust by reporting back on how the public's feedback influenced the decision-making process.

**What Changed:**

The Draft PPP was revised to incorporate the feedback and suggestions heard during the 45-day public comment period. Attachment C details the revisions made to the Draft PPP.

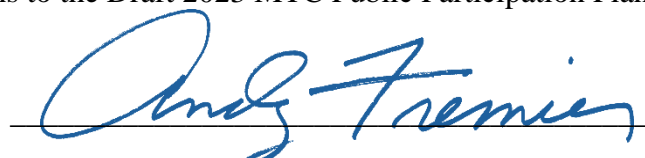
**Recommendation:**

Approve / MTC Commission Approval

MTC staff requests the Joint MTC ABAG Legislation Committee forward MTC Resolution No. 4590, to the Commission to approve the 2023 MTC Public Participation Plan.

**Attachments:**

- Attachment A: MTC Resolution No. 4590
- Attachment B: Public Participation Plan CBO Engagement
- Attachment C: Summary of Revisions to the Draft 2023 MTC Public Participation Plan



Andrew B. Fremier

Date: June 28, 2023  
W.I.: 1112  
Referred by: Legislation

ABSTRACT

Resolution No. 4590

This resolution adopts the 2023 MTC Public Participation Plan.

This resolution supersedes MTC Resolution No. 4174, Revised.

Further discussion of the 2023 MTC Public Participation Plan is contained in the Joint MTC ABAG Legislation Committee memorandum dated June 9, 2023.

Date: June 28, 2023  
W.I.: 1112  
Referred by: Legislation

Re: MTC Public Participation Plan

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION 4590

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 is the federally designated metropolitan planning organization for the San Francisco Bay Area; and

WHEREAS, MTC is committed to involving Bay Area residents, as well as public agencies and officials, Tribal governments, freight providers and other interested parties in the development of transportation plans and programs in a manner consistent with federal legislation, Infrastructure Investment and Jobs Act (IIJA, PL 117-58) and pursuant to requirements of the Federal Highway Administration and the Federal Transit Administration that metropolitan planning organizations adopt and periodically update public participation plans [23 CFR Part 450 and 49 CFR Part 613]; and

WHEREAS, MTC is committed to implementing California Senate Bill 375 (Chapter 728, 2008 Statutes), which calls upon metropolitan planning organizations to adopt participation plans to engage the public in development of the regional transportation plan/sustainable communities strategy; and

WHEREAS, MTC in March 2006, as part of adopting principles on Environmental Justice, committed to “Create an open and transparent public participation process that empowers low-income communities and communities of color to participate in decision making that affects them;” and

WHEREAS, MTC, recognizing the value to be gained from listening to and learning from many voices from throughout the diverse nine-county Bay Area, developed the attached Public Participation Plan after extensive research and numerous conversations, meetings, surveys and focus groups; now, therefore, be it

RESOLVED, that MTC adopts the Public Participation Plan attached hereto and incorporated herein as Attachment A; be it further

RESOLVED, that Attachment A shall be revised periodically by MTC as part of its ongoing commitment to inform and include the people of the Bay Area in its decision-making process; and be it further

RESOLVED, that this resolution supersedes MTC resolutions 4174, Revised (MTC Public Participation Plan, 2018), 3821 (Public Participation Plan, 2007), 2648 (Federal Public Involvement Procedures, 2003) and 3351 (Public Involvement Action Plan, 2001), and be it further

RESOLVED that the Executive Director is authorized to implement and administer the Commission's Public Participation Plan, and shall submit a copy of this resolution to the Federal Highway Administration and the Federal Transit Administration, and to other agencies as appropriate.

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 on June 28, 2023.

Date: June 28, 2023  
W.I.: 1112  
Referred by: Legislation

Attachment A  
Resolution No. 4590

The MTC Public Participation Plan is on file in the offices of the Metropolitan Transportation Commission, Bay Area Metro Center, 375 Beale Street, Suite 800, San Francisco, CA 94105.

# DRAFT Public Participation Plan

for the San Francisco Bay Area



Revised, June 2023



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Bay Area Metro Center  
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## List of Acronyms

ABAG	Association of Bay Area Governments
AC	Advance Construction
AC Transit	Alameda-Contra Costa Transit District
ADA	Americans with Disabilities Act
ASL	American Sign Language
BAIFA	Bay Area Infrastructure Financing Authority
BAHA	Bay Area Headquarters Authority
BAHFA	Bay Area Housing Finance Authority
BART	Bay Area Rapid Transit
BATA	Bay Area Toll Authority
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBO	Community-based Organization
CEQA	California Environmental Quality Act
CMP	Congestion Management Process
CNP	Connected Network Plan
CTA	County Transportation Agency
CTP	Countywide Transportation Plan
EIR	Environmental Impact Report
FAST	Fairfield/Suisun Transit System
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FMS	Fund Management System
FTA	Federal Transit Administration
GHG	Greenhouse gas
GGBHTD	Golden Gate Bridge, Highway and Transportation District
IIJA	Infrastructure Investment and Jobs Act
LAVTA	Livermore-Amador Valley Transit Authority
LEP	Limited English Proficient
LGBTQ+	Lesbian, gay, bisexual, transgender, queer and others

MAP-21 Act	Moving Ahead for Progress in the 21st Century Act
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
NEPA	National Environmental Policy Act
NOC	Notice of Completion
NOD	Notice of Determination
NOP	Notice of Preparation
OWP	Overall Work Plan
PDA	Priority Development Area
PM	Particulate matter
POP	Program of Projects
PPA	Priority Production Area
PPP	Public Participation Plan
PTAC	Partnership Technical Advisory Committee
RHNA	Regional Housing Needs Allocation
RTP	Regional Transportation Plan
SAFE	Service Authority for Freeways and Expressways
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SamTrans	San Mateo County Transit District
SB 375	Senate Bill 375, the Sustainable Communities and Climate Protection Act (2008)
SFMTA	San Francisco Municipal Transportation Agency
SIM	State Implementation Plan
SCS	Sustainable Communities Strategy
SMART	Sonoma Marin Area Rail Transit
Soltrans	Solano County Transit
TIP	Transportation Improvement Program
VTA	Santa Clara Valley Transportation Authority

# Chapter 1 — Introduction

The policies and investments made by the Metropolitan Transportation Commission (MTC) influence the lives of all people who live and work in the San Francisco Bay Area every day. MTC wants residents of the Bay Area to be involved in the regional planning process and is committed to a transparent decision-making process that is informed by meaningful public consultation and community engagement. To help inform its decisions, MTC is committed to providing:

- 1) ample opportunities for early and continuing participation in its projects, programs and plans; and
- 2) full public access to the decision-making process.

This Public Participation Plan outlines the many opportunities available to get engaged in MTC's work. This plan defines our mission and vision for public engagement and participation, along with the processes for communicating with the public about our programs, plans, projects and decisions. This plan seeks to provide Bay Area residents from across the nine counties with the information necessary to participate in and influence the regional policy development and decision-making processes.

## What is MTC?

The Metropolitan Transportation Commission (MTC) is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area. MTC supports the region's network of streets, roads, highways, public transit systems, airports and other transportation resources, including the movement of goods through ports and freight rail lines. MTC was created by the California Legislature in 1970 to plan the Bay Area's transportation system. The federal government later designated MTC as the Bay Area's metropolitan planning organization (MPO) charging it with the task of coordinating and deciding how to spend federal transportation dollars that are suballocated to the region.

Over the years, MTC's work has expanded through state legislation to address other regional issues, including administration of toll bridge revenues, the environment and housing. MTC's role has expanded into multiple authorities — created by state law or as a

joint powers authority to carry out specific duties or projects for residents of the Bay Area. These authorities include:

- [\*\*Bay Area Toll Authority\*\*](#) (BATA) – manages the toll revenues from the Bay Area’s seven state-owned bridges. BATA also manages FasTrak®, the electronic toll payment system established in state law.
- [\*\*Service Authority for Freeways and Expressways\*\*](#) (SAFE) – operates the freeway service patrol tow trucks and the emergency roadside call box programs. State law established the framework for establishing a SAFE as well as their funding sources; MTC is the Bay Area’s SAFE.
- [\*\*Bay Area Infrastructure Financing Authority\*\*](#) (BAIFA) – oversees the financing, planning and operation of MTC Express Lanes and related transportation projects. BAIFA was established as a joint powers authority of MTC and BATA to administer express lanes and other toll facilities.
- [\*\*Bay Area Housing Finance Authority\*\*](#) (BAHFA) – established in state law, BAHFA is a first-of-its kind regional authority created to address the Bay Area’s chronic housing challenges.
- [\*\*Bay Area Headquarters Authority\*\*](#) (BAHA) – manages and maintains the Bay Area Metro Center building in San Francisco where ABAG and MTC are housed. BAHA was established as a joint powers authority of MTC, ABAG, the Bay Area Air Quality Management District and the San Francisco Bay Conservation and Development Commission — all co-located in the Bay Area Metro Center.

## Two Boards, One Staff

In 2008, Senate Bill 375 (Steinberg) was enacted and called upon regional agencies to link together their transportation and land use plans more closely to help achieve climate goals — specifically, reducing greenhouse gas (GHG) emissions from the transportation sector. This law linked some of MTC’s planning work more closely with that of the Association of Bay Area Governments (ABAG), the Bay Area’s regional planning agency responsible for land use planning. SB 375 requires that MTC and ABAG jointly develop the Bay Area’s long-range plan known as Plan Bay Area.

ABAG is a joint powers authority of the nine counties and 101 cities in the region that works to strengthen cooperation and collaboration among them to build healthier, stronger communities. ABAG helps local governments plan for new housing development and adapt to change while addressing sustainability, energy, resilience and equity. In

2017, the staffs of both agencies merged, and they now work as one integrated organization reporting to two boards to promote better collaboration and integration on common Bay Area goals.

Most of the work of each board is conducted and approved separately. However, some work — such as setting legislative priorities and developing Plan Bay Area — is conducted jointly. To streamline the decision-making process, MTC and ABAG have a merged legislation policy committee (the Joint MTC-ABAG Legislation Committee; see p. 21) and each board has a separate committee that meets jointly (the Joint MTC Planning Committee with the ABAG Administrative Committee; see p. 22). Action items brought before this committee are approved individually by each board.

## Public Participation Plan Purpose

Two key planning efforts prompt the development of the Public Participation Plan: the [Regional Transportation Plan](#) (RTP) and the [Transportation Improvement Program](#) (TIP). However, the work of MTC expands beyond these two planning efforts to encompass a range of plans, projects and programs that work together to improve the quality of life for all Bay Area residents as well as our natural environment. As such, this Public Participation Plan highlights opportunities for getting involved and influencing the regional decision-making process, and it details MTC’s decision-making process.

The federal and state requirements for public participation related to the RTP and TIP are included as:

- Appendix A. Public Participation Plan Statutory Requirements
- Appendix B. Public Participation Procedures for the Regional Transportation Plan and the Transportation Improvement Program
- Appendix C. Public Participation Plan for Plan Bay Area 2050+

## Public Participation Opportunities

While MTC and ABAG work on a myriad of plans, projects and programs with a wealth of engagement opportunities, below is a sampling of the major efforts.

- [Plan Bay Area](#) – The long-range regional plan for the Bay Area required under SB 375 is focused on transportation, housing, economic development and environmental resilience, and serves as the region’s RTP and Sustainable Communities Strategy

(SCS). Federal regulations require MTC to engage in a planning process that creates opportunities for public involvement, participation and consultation throughout the development of the RTP. As such, the public participation procedures for the RTP are thoroughly detailed in Appendix A. Furthermore, SB 375 requires MTC and ABAG to develop a Public Participation Plan for developing the RTP/SCS. See Appendix B for the complete Public Participation Plan for the next update of Plan Bay Area.

- [\*\*Transportation Improvement Program\*\*](#) (TIP) – The TIP is a federally-required comprehensive four-year regional spending plan for near-term transportation projects, programs and investment priorities. Federal regulations require MTC to engage in a planning process that creates opportunities for public involvement, participation and consultation throughout the development of the TIP. The public participation procedures for the TIP are thoroughly detailed in Appendix A.
- [\*\*Overall Work Plan\*\*](#) (OWP) – The OWP describes the annual budget, allocation and use of federal and state transportation planning funds in the Bay Area. The OWP is developed each fiscal year and details the agency’s planning and budgetary priorities for the following fiscal year.
- [\*\*Bay Area Housing Finance Authority\*\*](#) (BAHFA) – BAHFA is a first-of-its-kind regional authority created to address the Bay Area’s chronic housing challenges. It offers a powerful new set of financing and policy tools to promote housing affordability and address the region’s housing crisis. BAHFA is a separate legal entity but is governed by the same board as MTC.
- [\*\*Regional Housing Needs Allocation\*\*](#) (RHNA) – Establishes a blueprint for how each city and county in the state must plan for housing. Required by state law, RHNA is updated every eight years by ABAG.

Chapter 3 describes in detail the various opportunities to get involved in MTC’s work.

## Who We Engage

MTC represents the entire nine-county San Francisco Bay Area in all its economic, geographic and demographic diversity. The agency is committed to engaging and using input from a range of stakeholders from all nine Bay Area counties, including:

- **General Public** – all residents of the region, with special consideration for the needs of [Equity Priority Communities](#)<sup>1</sup>, people of color, communities with low-incomes, persons with disabilities, youth, communities with limited English proficiency and seniors.
- **Community Organizations** – especially those that serve Equity Priority Communities as well as other groups such as environmental advocates, special interest nonprofit organizations, neighborhood groups, homeowner associations, among others.
- **Government Agencies** – public agencies like local transit operators, cities and counties, other regional agencies like the Air District, public health agencies, water districts, county transportation agencies (CTAs), the region’s ports and airports, and agencies at the state and federal levels.
- **Labor and Business Community** – unions, building trade councils. private-sector entities whose work intersects with transportation and land use planning, business associations, private transportation providers, freight shippers, consulting firms, technology developers. non-profit business interest groups, and more.
- **Elected Officials** – elected representatives at all levels, including city councils and mayoral offices, county supervisors, and state and federal legislators.
- **Tribal Governments and Communities** – federally recognized Tribal governments within the Bay Area and California Native American Tribes with Tribal cultural resources in the region.

See Chapter 5 for a full list of stakeholders and partners that MTC aims to engage with.

---

<sup>1</sup> Equity Priority Communities are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color. A combination of additional factors helps define these areas. See: <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>.

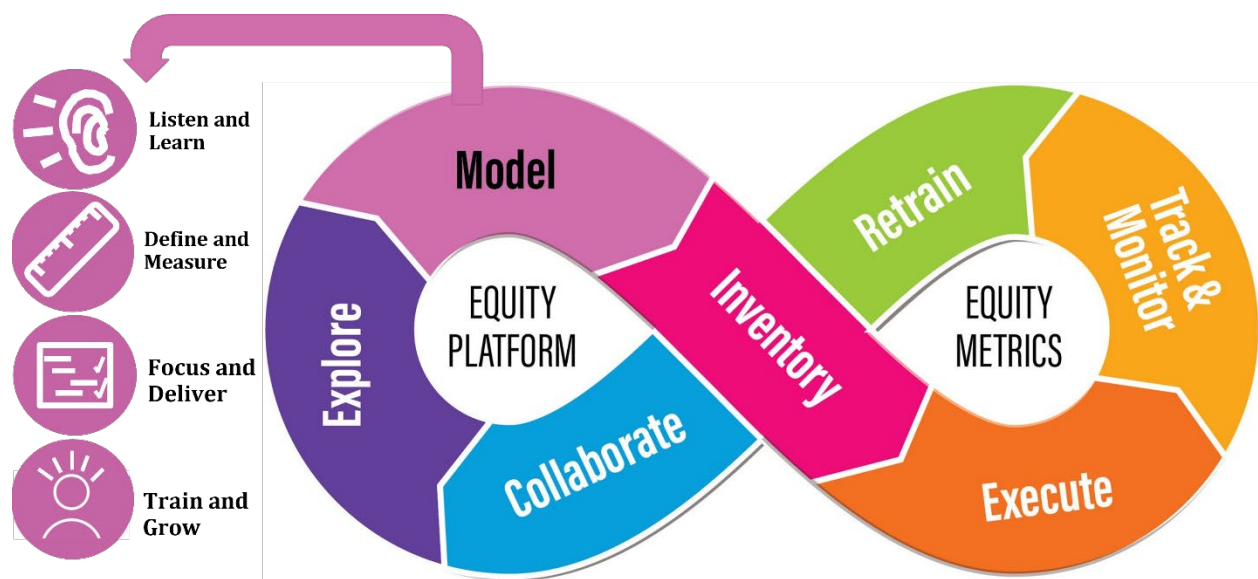




# Chapter 2 — MTC’s Commitment to Participation

## Equity Platform

MTC defines equity as “inclusion into a Bay Area where everyone can participate, prosper and reach their full potential.” The agency strives to advance equity through carefully considered investments and policies that can support historically underserved and systemically marginalized communities, including people with low incomes and communities of color.



The Equity Platform, adopted by MTC (Resolution No. 4559) in January 2023, provides a framework for how MTC addresses equity challenges and approaches complex systems and environments. It is grounded by four pillars:

- Listen and Learn
- Define and Measure
- Focus and Deliver
- Train and Grow

The Equity Platform is an ongoing, iterative process that guides staff to create and design solutions that focus on affected communities; increase opportunity for those people most affected by exclusion; shift decision-making power to the people who are affected by policies; and invest in training and education to advance goals for fairness and inclusion. Additional information about MTC’s Equity Platform is available at [mtc.ca.gov/about-mtc/what-mtc/equity-platform](https://mtc.ca.gov/about-mtc/what-mtc/equity-platform).

Operationalizing our Equity Platform in our public and community engagement means revising policies and implementing processes that lift the voices of those who have been systemically excluded from the regional decision-making process, including people of color, communities with low incomes, persons with disabilities, seniors and people who speak languages other than English.

## Guiding Principles: Our Vision for Engagement

MTC’s guiding principles for engagement serve as our vision for public participation and are rooted in our mission to advance equity in the Bay Area. MTC advances equity by investing resources in engagement strategies that lift the voices of those who have been historically left out of the decision-making process, and by working to ensure historically underserved communities can meaningfully influence decision-making.

### **1. Effective engagement has a clear purpose.**

Defining the purpose for engaging the public, understanding the context and identifying the audience of those affected is imperative to ensure meaningful engagement from the standpoint of the agency and the participants.

### **2. Effective engagement requires two-way education and relationship building.**

Acknowledging the expertise that exists within a given community and boosting engagement with activities that increase mutual education fosters more productive conversations. Ongoing, mutual education improves outcomes and requires cultivating relationships with partners and communities to build trust and achieve consensus.

### **3. Effective engagement is not one-size-fits-all.**

Efforts must be tailored to each unique project and audience to enhance community engagement while making every effort to increase participation opportunities for those most impacted by past and current decisions.

**4. Clear communication is essential in effective engagement.**

Public engagement must be conducted through clear and compelling communications that are appropriate for the intended audience. Leveraging inclusive storytelling builds shared understanding.

**5. Effective engagement demands accountability.**

Informing the public of opportunities to participate in the process and clearly demonstrating how community voices have influenced planning and policy decisions builds confidence in the public process.

**6. Engagement requires openness and transparency.**

An open and transparent public participation process empowers low-income communities and communities of color to participate in decision-making that affects them (this guiding principle was adopted as an environmental justice principle by the Commission in 2006).

## Engagement Strategies

Our strategies describe the iterative process MTC follows when implementing public engagement programs and inform *how* we conduct engagement.

**Strategy 1: Engage Early and Often**

MTC structures major planning initiatives and funding decisions to provide the public and our partners with ample opportunity to help shape outcomes as early as possible. MTC provides timely information to raise awareness of upcoming projects, key milestones and opportunities to influence the policy development and decision-making processes.

**Strategy 2: Enable Access for All**

MTC works to provide all Bay Area residents with opportunities for meaningful participation, regardless of ability, age or income. This strategy aims to increase activities that reach communities who have been historically left out of policy decisions that affect them. Further, MTC recognizes that individuals should not need to be a transportation professional to understand and participate in our work.

**Strategy 3: Prioritize Co-creation and Plain Language**

MTC aims to conduct engagement activities that design and create solutions in partnership and collaboration with communities affected by policies and decisions. MTC

strives to use clear communications and plain language to foster informed, productive dialogue throughout the engagement process.

#### **Strategy 4: Respond and Report Back**

MTC is committed to responding to all correspondence received and summarizing comments heard from participants on impending actions, so decision-makers and the public have a clear understanding of the depth and breadth of opinions on a given issue. MTC also strives to inform participants about how their input and feedback help shape or contribute to key decisions and actions. When outcomes do not correspond to the views expressed, every effort is made to explain why.

#### **Strategy 5: Assess Impact**

MTC evaluates our engagement activities in an effort to inform and improve future engagement. Evaluation helps determine who was missing from the process and identifies opportunities for improvement and corrective action.



# Chapter 3 — How to Get Involved

MTC uses a variety of methods to engage the Bay Area public in its policies, projects and programs. The following information outlines how the public can get involved in MTC's work.

## Engagement Opportunities

### Public Meetings and Events

Public meetings on specific issues are held as needed and promoted and publicized broadly. These meetings can range from large in-person open houses and community workshops to small group discussions and focus groups to webinars and online workshops. To solicit comments on various plans, projects and programs, MTC holds meetings online or in-person throughout the nine-county San Francisco Bay Area. Meetings are located and scheduled to maximize public participation (including virtual, evening meetings, etc.) and can include non-traditional meetings such as pop-up workshops at existing events or online interactive workshops. Additionally, MTC works with community-based organizations to ensure that historically underserved communities have opportunities to provide input. MTC provides [notice of upcoming meetings and events on the MTC website](#). If warranted, e-mail announcements and news releases are also sent to the public and local media outlets, respectively.

### Public Hearings

Public hearings are sometimes required by law for certain policy decisions. Notice of these public hearings is placed on [MTC's website](#), and — when required by law — in the legal section of numerous newspapers in the region, including newspapers circulated in historically underserved communities of the Bay Area. Materials to be considered at public hearings are posted online and made available to interested persons upon request. To be notified when public hearings are scheduled, contact the MTC Public Information Office at (415) 778-6747 or [info@bayareametro.gov](mailto:info@bayareametro.gov) and request to be added to the public hearing distribution list.

## Public Information Office

MTC's commitment to public participation includes staff dedicated to involving the public in our work. In addition to the components of MTC's public outreach program detailed in this plan, public information staff can:

- request translation services or Americans with Disabilities Act (ADA) accommodations for members of the public who speak languages other than English or are visually- or hearing-impaired.
- offer assistance and make hard copies available to the public of any item on its websites (including meeting notices, agendas, meeting materials, etc.) when a person does not have Internet access.
- work with interested organizations to arrange for staff and/or Commissioners to make presentations to community groups.
- respond to inquiries from the public and media received by:
  - Telephone: (415) 778-6757
  - Mail: 375 Beale Street, Suite 800, San Francisco, CA 94105
  - E-mail: [info@bayareametro.gov](mailto:info@bayareametro.gov)

## Multilingual Phone Lines

Members of the public can reach public information staff in various languages, including:

- English: (415) 778-6757
- Chinese: (415) 778-6689
- Spanish: (415) 778-6656

Members of the public who speak languages other than Cantonese, English, Mandarin or Spanish, can call the MTC main line at (415) 778-6700 and be connected to an operator who will facilitate language assistance in any other language.

## Plan Bay Area Comment Line

Plan Bay Area has a dedicated listening line that allows members of the public to participate in the plan update process via phone. Participants can record their comments to be entered into the official record. Callers can leave Plan Bay Area-related comments in English, Cantonese, Mandarin and Spanish by calling (415) 778-2292.



## Library

The [MTC-ABAG Library](#) provides access to both a digital and physical collection of materials on transportation planning, housing, demographics, economic trends, public policy issues and more. The library, located at 375 Beale Street, offers a collection of publications from MTC and ABAG, as well as research on current topics, historical documents from transit agencies and local governments, and more.

The digital collection can be accessed [through the library catalog](#), and the physical collection can be accessed by making an appointment to visit the library. Call or email our American Library Association-accredited librarian for reference assistance or to make an appointment to visit the library's physical collection at (415) 778-5236 or [library@bayareametro.gov](mailto:library@bayareametro.gov). MTC also offers a searchable, complete digital archive of reports, plans and more at [mtc.ca.gov/digital-library](https://mtc.ca.gov/digital-library).

## Virtual Engagement

### Websites

**MTC's website** — [mtc.ca.gov](https://mtc.ca.gov) — is targeted to audiences ranging from transit riders to transportation professionals, as well as elected officials and news media seeking information on particular programs, projects and public meetings. Updated daily, the site provides information about MTC's projects and programs, the agency's structure and governing body, and upcoming public meetings and workshops. It contains the names, e-mail addresses and phone numbers for staff and Commission members; all of MTC's current planning and funding documents; information about the MTC-ABAG Library and a link to the library catalog; as well as detailed facts about the region's travel patterns, among others. It also includes important links to partner government agencies as well as to other MTC sites such as the Bay Area's [511.org](https://511.org), [ClipperCard.com](https://ClipperCard.com), and [BayAreaFasTrak.org](https://BayAreaFasTrak.org).

**The Vital Signs website** — [vitalsigns.mtc.ca.gov](https://vitalsigns.mtc.ca.gov) — provides a wealth of data on Bay Area travel and commute patterns. Vital Signs tracks trends related to transportation, land and people, the economy, the environment and social equity. This data-driven website compiles dozens of indicators; each is presented with interactive visualizations that allow readers to explore historical trends, examine differences between cities and counties, and even compare the Bay Area with other peer metropolitan areas.

**The ABAG website** — [abag.ca.gov](http://abag.ca.gov) — is targeted to local government staff and elected officials. The site provides information on ABAG’s work, as well as the agency’s structure and governing body; upcoming public meetings and events; and technical assistance resources for local staff.

## **Social Media Channels**

MTC has a plethora of social media channels that help to engage the Bay Area’s nearly eight million residents.

### **MTC’s main social media channels**

- Facebook, [MTCBATA](#)
- Instagram, [MTCBATA](#)
- Twitter, [@MTCBATA](#)
- YouTube, [MTCBATA](#)
- Nextdoor, MTCBATA
- LinkedIn, [MTCBATA](#)

### **Other MTC social media channels**

- Clipper
  - Facebook, [BayAreaClipper](#)
  - Twitter, [@BayAreaClipper](#)
  - YouTube, [BayAreaClipper](#), [Clipperonyourphone4742](#)
- FasTrak®
  - Facebook, [BayAreaFasTrak](#)
- Twitter, [@fastrakbayarea](#)
- Vimeo, [bayareafastrak](#)
- 511
  - Facebook, [511SFBay](#)
  - Instagram, [511sfbay](#)
  - Twitter, [@511SFBay](#)

## **Bay Link Blog**

The Bay Link blog is a source for news and insights from MTC and ABAG. The blog compiles news headlines about transportation, housing, the environment and the economy from around the Bay Area and shares original content about MTC’s and ABAG’s work. The blog is available at: [blog.bayareametro.gov](http://blog.bayareametro.gov).

## **e-News**

MTC maintains several distribution lists used to send out announcements, e-newsletters, meeting agendas, project updates, and much more. To sign up to receive updates from MTC, visit [mtc.ca.gov/about-mtc/public-participation/get-involved](http://mtc.ca.gov/about-mtc/public-participation/get-involved). To be added to the distribution lists of MTC committees, contact the MTC Public Information Office at [info@bayareametro.gov](mailto:info@bayareametro.gov) or (415) 778-6757 and request to be added to the individual committee distribution list.



As required by state statute, Plan Bay Area and BAHFA offer a simple way for the public to register to receive updates. During the plan development process, Plan Bay Area has an e-newsletter that is sent monthly, and as needed, delivering project updates and announcements. To sign up to receive Plan Bay Area updates, visit [planbayarea.org/get-involved/mailling-list](https://planbayarea.org/get-involved/mailling-list).

As its work ramps up, BAHFA will begin to send updates to interested individuals who register to receive news on their projects and engagement opportunities. To sign up to receive BAHFA updates, visit [abag.ca.gov/our-work/housing/bahfa-bay-area-housing-finance-authority](https://abag.ca.gov/our-work/housing/bahfa-bay-area-housing-finance-authority).



# Policy Committees

MTC conducts its work through various committees that provide planning, policy and funding recommendations to the full [Commission](#). Much of the substantive work of the agency is done at the committee level. As such, MTC encourages the public to participate at this stage when decisions are being debated.

All meetings are open to the public. A complete calendar of meetings is available on the MTC website: [mtc.ca.gov/meetings-events](https://mtc.ca.gov/meetings-events). Additionally, the public can receive email updates about individual committee meetings by contacting the MTC Public Information Office at [info@bayareametro.gov](mailto:info@bayareametro.gov) or (415) 778-6757 and requesting to be added to a committee's distribution list.

Members of the public can watch meetings via webcast on the [MTC website](#), or they can participate in meetings via Zoom or in-person. (Note: to actively participate in a meeting, members of the public must join the meeting via Zoom or in person.) To participate in live meetings, visit the main [Meetings & Events page](#) on the MTC website and click on the name of the meeting. There, you will find the details to participate in the meeting via Zoom.

## MTC Committees

The following committees make recommendations to the Commission:

- [Administration Committee](#) – Oversees and approves administrative tasks, including staff oversight, consultant contracts, budgeting and financial policies, reports and audits. Has final decision-making authority over most items.
- [Joint MTC-ABAG Legislation Committee](#) – A joint committee of MTC and ABAG that oversees both agencies' legislative advocacy priorities, including positions on state bills and budget requests.
- [Operations Committee](#)<sup>2</sup> – Oversees MTC's public-facing programs like Clipper®.
- [Planning Committee](#) – Oversees MTC's planning studies, including updates to Plan Bay Area. Typically meets jointly with the ABAG Administrative Committee.

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<sup>2</sup> The Operations Committee will become the Regional Network Management Committee starting July 2023, and its scope will include customer-facing improvements for transit.

- [\*\*Programming and Allocations Committee\*\*](#) – Develops the policies and recommendations about how to spend regional, state and federal funds, and allocates funding to specific projects.

In addition, BAHFA and BATA have their own oversight committees:

- [\*\*BAHFA Oversight Committee\*\*](#) — Oversees BAHFA’s work to address the Bay Area’s chronic housing challenges.
- [\*\*BATA Oversight Committee\*\*](#) – Oversees policies and funding decisions related to BATA, including FasTrak, the region’s electronic toll collection system.

MTC’s work is sometimes conducted jointly with ABAG. For example, ABAG’s [\*\*General Assembly\*\*](#) periodically receives updates on [\*\*Plan Bay Area\*\*](#). Additionally, the legislation committee is a joint committee of ABAG and MTC (see above) and two separate committees meet jointly:

- [\*\*Joint MTC Planning Committee with the ABAG Administrative Committee\*\*](#) – MTC and ABAG committees that meet jointly to oversee planning initiatives for both agencies, including Plan Bay Area, which is approved jointly by MTC and the ABAG Executive Committee.

Additional information on ABAG’s policy committees is available at [abag.ca.gov/about-abag/what-we-do/how-we-govern](http://abag.ca.gov/about-abag/what-we-do/how-we-govern).

Furthermore, MTC believes that strong collaboration creates better transportation systems for the Bay Area and has several [\*\*interagency committees\*\*](#) that work with many partners to manage a transportation network that ranges from sidewalks to regional rail, and that is owned and operated by dozens of government agencies.

## Policy Advisory Council

MTC’s [\*\*Policy Advisory Council\*\*](#) — made up of 27 Bay Area residents — advises MTC on current and future transportation policies. The Policy Advisory Council reflects MTC’s commitment to including the public in an open and transparent process of making transportation decisions for the Bay Area. [\*\*Current Council members\*\*](#) are selected for a 4-year term with the current term ending in 2025. Members of the public are encouraged to apply to become a member of the Policy Advisory Council during its next open recruitment process.

The Policy Advisory Council will meet the fourth Friday of each month starting in July 2023, and its meetings are open to the public. To be notified about Policy Advisory Council



meetings, contact the MTC Public Information Office at (415) 778-6747 or [info@bayareametro.gov](mailto:info@bayareametro.gov) and request to be added to the Council's distribution list.



# Chapter 4 — Engagement Techniques

MTC uses various techniques to engage the public. A menu of the participation methods is outlined below and includes traditional approaches as well as opportunities to engage virtually. These techniques are informed by outreach we conducted in advance of updating this plan, as well as input received during the public comment period.

## Traditional Methods

- Conduct meetings, workshops and open houses at varied times of day and in various locations throughout the nine county Bay Area, including evening/weekend meetings in all nine counties, to encourage participation.
- Present to existing groups and organizations, co-host events with community groups, business associations, etc.
- Participate in community events.
- Contract with community-based organizations in Equity Priority Communities for focused engagement.
- Conduct “pop-up” workshops/meetings in public locations. These are on-the-spot meetings or workshops held in locations where the public is already gathered.
- Organize small-group discussions, such as focus groups, with participants recruited randomly from telephone polls, by stakeholder interest groups or by community-based organizations.
- Sponsor a topical forum or summit with partner agencies, the media or other community organizations.
- Host question-and-answer sessions with planners and policy board members.
- Offer food and childcare at in-person events to attract more participants.
- Offer incentives such as gift cards or Clipper cards to increase participation.

## Virtual Engagement

- Hold virtual workshops/open houses hosted via online meeting platforms like Zoom. Include dial-in options to ensure more people can participate.

- Provide remote access to meetings by webcasting meetings online or via Facebook, YouTube, etc.
- Host telephone town halls or online webinars.
- Provide asynchronous opportunities for participating (e.g., webinar recordings with online comment forms, interactive games, etc.).
- Conduct online interactive surveys.
- Use social media, texting platforms or apps and paid digital promotion to reach a larger audience.
- Post video recordings of past public meetings/workshops.
- Post written or display materials from in-person meetings online.
- Encourage interaction among participants via web (e.g., online discussion boards, etc.).
- Provide access to planning data (e.g., maps, charts, background on travel models, forecasts, census data, research reports, etc.).
- Post information online in advance of public meetings.

## Visualization Techniques

- Maps
- Charts, illustrations, photographs
- Table-top displays and models
- Electronic voting at workshops
- PowerPoint slide shows
- Videos (traditional, animated, simulation)
- Online or in-person games

## Polls/Surveys

- Statistically valid polls to gauge public opinion
- Electronic surveys via web and SMS-based (text) surveys
- Intercept interviews/surveys where people congregate, such as at transit hubs
- Printed surveys distributed at meetings, transit hubs, on-board transit vehicles, etc.
- Short surveys at in-person meetings to obtain input

## Online and Printed Materials

- User-friendly, easy-to-understand, accessible documents (including use of executive summaries)
- Post cards, mailers, etc.
- Maps, charts, photographs and other means of displaying information
- The Bay Link blog to share important or complex information in an accessible manner

## Targeted Mailings/Flyers

- Work with community-based organizations to distribute flyers/information via their channels.
- Send e-mails to targeted distribution lists.
- Provide easy-to-use email subscription services allowing members of the public to sign-up for periodic e-newsletters, e-announcements, etc.
- Distribute flyers and other printed collateral to key community organizations.
- Place notices on board transit vehicles and at transit hubs.

## Local Media

- Issue news/press releases.
- Invite reporters to news briefings.
- Conduct media roundtables to educate reporters on complex topics.
- Meet with editorial staff.
- Submit opinion pieces/commentaries to local news media.
- Purchase display ads.
- Negotiate inserts into local printed media.
- Visit ethnic media outlets to encourage use of MTC/ABAG news releases.
- Place speakers on radio/TV talk shows.
- Place Public Service Announcements on radio and TV.
- Develop content for public access/cable television programming.
- Develop civic journalism partnerships.

## Promotion of Meetings and Events

- Post meeting and events announcements online, including on a regularly-updated Meeting & Events calendar.
- Use paid digital promotion to promote events and meetings.
- Use the Bay Link blog to promote events and meetings.
- Distribute e-mail blasts to share important announcements, project updates, etc.
- Disseminate information through partnerships with local government, transit operators and community-based and interest organizations.
- Distribute periodic e-newsletters.
- Disseminate information via social media channels.
- Disseminate information via local media.
- Promote meetings and events via bus/car cards, posters, bus tails and queens and transit shelter posters.
- Create and distribute messaging toolkits for local government and other partners to promote MTC's programs and events.

## Techniques for Reporting on Impact

- Present/share information on what was heard with decision-makers and members of the public.
- Report on how public input influenced the process to decision-makers and members of the public.
- Summarize key themes of public comments in staff reports to policy committees.
- Notify participants via presentations, email and/or e-newsletter when reporting how public input influenced the process and/or when sharing information on what was heard.
- When partnering with community-based organizations, report back to organization leaders about how public input influenced the process.
- Post comments, key themes and how feedback influenced the process online.



# Techniques for Involving Historically Underserved Populations

## Communities with Low Incomes, Communities of Color and Unhoused Communities

- Make presentations to and have discussions with MTC's Policy Advisory Council.
- Use paid partnerships with community-based organizations to co-host meetings and small group sessions in order to remove barriers to participation by offering assistance, such as childcare, meals, translation services, etc.
- Offer cash incentives to bolster participation of in-person discussion groups or meetings.
- Distribute "take one" flyers, banners or posters on transit vehicles, at transit hubs and at housing shelters.
- Conduct outreach in the community (such as pop-up meetings at flea markets, libraries, health centers, etc.).
- Use community and ethnic media outlets to announce participation opportunities.
- Place paid informational stories in ethnic media.
- Post information on websites or send via email or social media as some do not have a physical address.
- For the unhoused or housing unstable, hold discussion groups or one-on-one sessions at housing shelters or centers to obtain input. Also, hold regular events targeted to those experiencing homelessness or housing instability

## Low-Literacy Populations

- Use plain language in all materials and presentations.
- Use visualization techniques to communicate about complex topics, including maps and/or graphics to illustrate trends, choices being debated, etc.
- Conduct personal interviews or use audio recording to obtain oral comments.
- Use a listening line for participants to submit audio comments via phone.
- Train staff to be alert to and anticipate the needs of low-literacy participants in meetings, workshops, etc.

## Persons with Disabilities

- Tailor engagement tactics to each disability community as needs differ.
- For those with visual impairments, use online or telephone engagement.
- For persons who are deaf or hard-of-hearing, use closed captions for all online meetings or workshops and provide ASL interpreters upon request.
- When giving an online PowerPoint presentation, provide comprehensive verbal description of all content.
- Ensure that all electronic documents are screen reader accessible.
- Provide a dial-in option for all online meetings or workshops.
- Ensure in-person events are close to transit and are easy-to-navigate for wheelchair users and persons with visual impairments.
- Ensure online meetings are recorded so people can watch/listen at a later date.

## Limited-English Proficient Populations

The U.S. Department of Transportation requires that agencies that receive federal funds conduct a Limited English Proficiency (LEP) needs assessment (also known as a Four-Factor Analysis) to determine what reasonable steps should be taken to ensure meaningful access to MTC's services, programs and activities by LEP persons. This analysis identifies the number of persons in the Bay Area who speak English "less than very well" and uses four factors to determine into which languages MTC must provide translation for vital services, documents or activities.

The results of the latest analysis conducted in 2019 requires MTC to regularly translate into Spanish and Chinese; however, MTC reviews each project prior to conducting public engagement to determine if translation into languages other than Spanish and Chinese is required. Additionally, translation into other languages is always available upon request. For more information on MTC's LEP needs assessment, see MTC's Final Revised Plan for Special Language Services to Limited English Proficient (LEP) Populations, which can be found in English, Spanish and Chinese on MTC's website at [mtc.ca.gov/about-mtc/public-participation/language-assistance](https://mtc.ca.gov/about-mtc/public-participation/language-assistance).

Here are techniques for engaging LEP populations:

- Conduct meetings entirely in languages other than English (e.g., Spanish, Chinese).
- Train staff to be alert to, and to anticipate the needs of, participants who speak languages other than English at meetings and workshops.

- Conduct personal interviews or use video/audio recordings to obtain oral comments in languages other than English.
- Use social media channels used by persons who speak languages other than English.
- Translate documents and web content on key initiatives.
- Translate meeting materials and have translators available at meetings, upon request.
- Include information on meeting notices about how to request translation assistance.
- Translate vital news releases and conduct outreach to non-English media, such as radio, television, newspapers and social media.
- When conducting statistically valid polls, surveys or focus groups, offer the information in other languages.
- Follow the guidance in MTC's [language assistance plan](#).

## Native American Tribes

- Connect with Tribal governments in order to establish a channel of communication.
- Send Tribal governments and relevant Tribal representatives, organizations or groups timely and adequate public notices and announcements.
- Actively seek Tribal government input on MTC projects and programs through direct contact with Chairpersons and/or Tribal representatives, as appropriate.
- Respond to all Tribal government comments and consultation requests.
- Intentionally create engagement opportunities for Tribes to be involved in the regional planning process.
- Present information to Tribal leaders and representatives at a Tribal Summit.

See Chapter 6 for additional details on how MTC engages with Tribal Governments and Native American Tribes.



# Chapter 5 — Who We Engage

MTC aims to meaningfully engage those affected by its policies, actions and decisions and to tailor engagement efforts to each project and its respective audience.

Below is a sample list of partners MTC strives to engage in its work as required by federal and state law:

- affected public agencies
- affordable housing advocates and organizations
- airport operations
- bicycle and pedestrian advocacy organizations
- broad-based business organizations
- building trade councils
- chambers of commerce
- city managers
- commercial property interests
- communities with low-incomes
- community development agencies and organizations
- community-based organizations
- county transportation agencies
- economic development agencies
- educational community and institutions, including colleges and universities
- elderly and retired persons
- elected officials
- environmental advocates
- environmental protection agencies
- Equity Priority Communities
- families
- federal land management agencies
- freight interests
- general public
- health and wellness representatives
- home builder representatives
- homeowner associations
- labor unions
- landowners
- LGBTQ+ community
- limited English proficiency communities
- local government staff
- local planning departments
- natural disaster risk reduction agencies/organizations
- neighborhood and community groups
- neighborhood councils
- organizations serving rural area residents
- parent organizations
- pedestrians
- persons with disabilities
- private providers of transportation
- private sector
- property owners

- providers of freight transportation services
- public agencies
- public health and wellness representatives
- public ports
- public sector
- regional government agencies
- renter/tenant advocacy organizations
- representatives of public transportation employees
- representatives of the disabled
- representatives of users of pedestrian walkways and bicycle transportation facilities
- representatives of users of public transit
- schools and school districts
- seniors and older populations
- small businesses
- state agencies
- students and youth
- tourism interests
- transit agencies
- transportation and transit advocates
- transportation commissions
- Tribal governments and Indigenous communities

## Community-based Organizations

For over two decades, MTC has partnered with the Bay Area’s community-based organizations (CBOs) to engage historically underserved communities on MTC’s policies, programs and projects. Because of the established relationships that CBOs have with the communities they serve, MTC is able to engage communities that are difficult to reach via traditional methods. Using CBOs’ social media channels, email distribution lists, existing meetings and events and/or small group sessions convened for MTC, CBOs provide MTC with an invaluable link to the Bay Area’s diverse communities. Partnering with CBOs ensures that MTC hears from these communities regularly, and that the input is incorporated into MTC’s policies, programs and projects.

# Chapter 6 — Tribal Government Consultation and Engagement with Native American Tribes

MTC acknowledges that the land that makes up the nine-county San Francisco Bay Area has been home to diverse groups of Indigenous peoples with unique cultures and deeply rooted relationships to the land for over 10,000 years. MTC acknowledges these diverse groups of Indigenous peoples as the traditional caretakers of the land that makes up the Bay Area. We honor their connection to the land and the deep respect they hold for this region.

MTC is committed to furthering meaningful partnerships with the Tribes of this region and consulting with Tribal governments prior to making decisions, taking actions, or implementing programs that may impact their communities. We will strive to ensure that MTC's programs and activities avoid or minimize adverse impacts on cultural and other important Tribal resources.

## Federally Recognized Tribes

There are six federally recognized Native American Tribes in the San Francisco Bay Area:

- Cloverdale Rancheria of Pomo Indians
- Dry Creek Rancheria Band of Pomo Indians
- The Federated Indians of Graton Rancheria
- Kashia Band of Pomo Indians of the Stewarts Point Rancheria
- Lower Lake Rancheria Koi Nation
- Lytton Rancheria Band of Pomo Indians

MTC is committed to consulting with the region's federally-recognized Tribal governments on Plan Bay Area and the Transportation Improvement program, as well as in projects of priority to Tribes. However, MTC encourages the Tribes to request government-to-government consultation at any time and on any project, program, action or decision. MTC commissioners and executive staff will participate in government-to-government

consultation with Tribal governments and will conduct consultation and/or engagement activities in locations convenient for the Tribal governments.

The groundwork for engagement and consultation with our region's Tribal governments will occur early in an engagement process and will be conducted according to Tribal preference. MTC will continue to host Tribal Summits as an opportunity for Tribes to collaborate with MTC and ABAG and other regional and local partners. Staff will work with Tribal leaders and their representatives to co-create agendas and will present topics of interest to the Tribes. Additionally, MTC commits to conducting individual meetings with each Tribe, upon request.

## California Native American Tribes

It is important to note that there are many other Tribes with connections to the lands that make up the nine-county San Francisco Bay Area, including Tribes that are not recognized by the federal government. MTC recognizes these Tribes as important stakeholders in the regional planning process who are also affected by our work and decisions. As such, MTC is committed to building relationships with and engaging the many Tribes connected to our region, including:

- Amah Mutsun Tribal Band
- Amah Mutsun Tribal Band of Mission San Juan Bautista
- Big Valley Rancheria/Big Valley Band of Pomo Indians
- Cachil Dehe Band of Wintun Indians of the Colusa Indian Community
- Coastanoan Rumsen Carmel Tribe
- Coyote Valley Band of Pomo Indians
- Guidiville Rancheria
- Indian Canyon Mutsun Band of Costanoan
- Ione Band of Miwok Indians
- Kletsel Dehe Band of Wintun Indians
- Mishewal-Wappo Tribe of Alexander Valley
- Muwekma Ohlone Indian Tribe of the SF Bay Area
- North Valley Yokuts Tribe
- Pinoleville Pomo Nation
- Potter Valley Rancheria
- Redwood Valley Rancheria
- Robinson Rancheria of Pomo Indians
- Scotts Valley Band of Pomo Indians
- The Confederated Villages of Lisjan
- The Ohlone Indian Tribe
- Torres Martinez Desert Cahuilla Indians
- United Auburn Indian Community of the Auburn Rancheria
- Wilton Rancheria
- Yocha Dehe Wintun Nation



Furthermore, MTC will provide written notification to all Tribes in the region, including federally-recognized Tribes and all California Native American Tribes on the Native American Heritage Commission list with Tribal Cultural Resources in the Bay Area, about the opportunity for engagement in projects that require environmental review under CEQA, as required by Assembly Bill 52. As such, MTC actively engages the region’s Tribes on Plan Bay Area.





# Chapter 7 — Revising the Public Participation Plan

MTC’s Public Participation Plan is not a static document, but rather an ongoing strategy that is reviewed and updated every four to five years in accordance with federal and state regulations to reflect changing circumstances, current best practices and to present the schedule and process of updating the long-range regional plan (Plan Bay Area), which includes a public engagement program (see Appendix C). As part of the Plan Bay Area public engagement program, MTC sets performance measures to gauge the effectiveness of the engagement program. This evaluation serves to inform and improve future engagement programs, including future updates to this Public Participation Plan.

Furthermore, when a change to MTC’s policies or procedures occurs that may warrant a change to the Public Participation Plan outside of the abovementioned update process, minor changes will be noticed and posted on the MTC website. Any substantive changes will be released for public review and comment for a period of 45 days and also will include review by MTC’s Policy Advisory Council, the Joint MTC-ABAG Legislation Committee and approval by the Commission. MTC will extend the public comment period by an additional 45 days in instances where substantive revisions are proposed in response to comments heard.



# **Appendix A.**

## **Public Participation Plan Statutory Requirements**

**REVISED DRAFT**

**June 2023**

# Public Participation Plan — Statutory Requirements

MTC's Public Participation Plan is developed and updated in accordance with guidelines established by federal laws and regulations and state statutes (listed below) that affect the work of metropolitan planning organizations like MTC.

## Federal Requirements

- **Federal Metropolitan Planning Law and Regulations**, 23 USC 134 et seq. and 23 CFR Part 450 et seq.
- **Infrastructure Investment and Jobs Act**, Public Law as passed by Congress and signed by President Joseph R. Biden, Jr. on November 15, 2021.
- **Fixing America's Surface Transportation Act (FAST Act)**, Public Law as passed by Congress and signed by President Barack Obama on December 4, 2015.
- **Moving Ahead for Progress in the 21st Century Act (MAP-21)**, signed into law in 2012, requires metropolitan planning organizations to provide opportunities for public involvement.
- **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**, signed into law in 2005 as Public Law 109-59, authorized funds for Federal-aid highways, highway safety programs, transit program and other purposes and established federal metropolitan transportation planning requirements.
- **Federal Clean Air Act of 1970**, 42 USC 85 and 40 CFR Parts 50-99.
- **Title VI of the Civil Rights Act of 1964**, prohibits discrimination on the basis of race, color or national origin in carrying out planning and programming activities.
- **Americans with Disabilities Act of 1990**, 42 USC 126 and 49 CFR 27.19.
- **Executive Order 12372 — Intergovernmental Review of Federal Programs**, signed July 14, 1982 by President Ronald Reagan.
- **Executive Order 12898 — Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations**, signed February 11, 1994 by President William J. Clinton.

- **Executive Order 13166 — Improving Access to Services for Persons with Limited English Proficiency**, signed August 11, 2000 by President William J. Clinton.

## State Requirements

- **Assembly Bill 52**, enacted in 2012, amended CEQA to create a separate category for cultural resources and established a notification and consultation process with affected Tribes.
- **Senate Bill 375**, enacted in 2008, requires ABAG and MTC to jointly develop a Sustainable Communities Strategy as part of the Regional Transportation Plan.
- **California Environmental Quality Act (CEQA)**, passed in 1970, requires public agencies and local governments to evaluate and disclose the environmental impacts of projects or other major land use decisions, and to limit or avoid those impacts to the extent feasible.
- **California Public Records Act**, adopted in 1968, requires disclosure of records to the public upon request unless otherwise exempt.
- **Ralph M. Brown Act**, passed in 1953, guarantees the public's right to attend and participate in meetings of local legislative bodies.

# **Appendix B.**

Public Participation

Procedures for the Regional  
Transportation Plan and the  
Transportation Improvement  
Program

**REVISED DRAFT**

**June 2023**

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# Public Participation Procedures for the Regional Transportation Plan and the Transportation Improvement Program

The long-range regional plan looks at least 20 years into the future and charts the course for the nine-county San Francisco Bay Area, connecting the dots between transportation, housing, economic development, and environmental resilience. The current plan, known as Plan Bay Area 2050, serves as both the federally-required Regional Transportation Plan (RTP) and the region's Sustainable Communities Strategy (SCS), which is required by state law. Plan Bay Area 2050 identifies a path to make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges through 35 long-range strategies complemented by 80+ near-term implementation priorities.

The Transportation Improvement Program (TIP) is a comprehensive four-year regional spending plan for near-term transportation projects, programs and investment priorities. The TIP lists projects or programs that have a federal interest — meaning projects or programs for which federal funds or actions by federal agencies are anticipated — along with local- and state-funded projects that are regionally significant.

Federal regulations require MTC to engage in a planning process that creates opportunities for public involvement, participation and consultation throughout the development of the RTP and the TIP. This Appendix B outlines how to get involved in the development of these two important regional transportation documents.

## Public Participation in the RTP and TIP

Because of its comprehensive, long-term vision, the long-range regional plan, which includes the RTP, provides the earliest and best opportunity for interested persons and public agencies to influence MTC's policy and investment priorities for the Bay Area. It is during the development of Plan Bay Area where investment priorities are established, and broad, regional policy decisions are made.

Another opportunity for public participation, but further along in the process, is the TIP, which is a programming document that identifies funding only for those programs and

projects that are already included in the RTP and have secured at least partial funding. A mid-point between the RTP and TIP is the project- selection process. Interested residents can become versed in how a transportation project moves from an idea to implementation in a publication titled “A Guide to the San Francisco Bay Area’s Transportation Improvement Program, or TIP,” available on MTC’s website: [mtc.ca.gov/funding/transportation-improvement-program-tip](https://mtc.ca.gov/funding/transportation-improvement-program-tip).

An easy way to become involved in the development of Plan Bay Area and the TIP is to sign up to receive updates from MTC: [mtc.ca.gov/about-mtc/public-participation/get-involved](https://mtc.ca.gov/about-mtc/public-participation/get-involved). MTC also has a dedicated mailing list for Plan Bay Area available at [planbayarea.org/get-involved/mailling-list](https://planbayarea.org/get-involved/mailling-list). To receive updates about the TIP, contact MTC’s Public Information Office at [info@bayareametro.gov](mailto:info@bayareametro.gov) or (415) 778-6757 and request to be added to the TIP email distribution list.

## **A. Regional Transportation Plan**

The long-range Regional Transportation Plan (RTP) prioritizes and guides Bay Area transportation development for at least the next 20 years. The RTP integrates transportation strategies — public policies and packages of investments — and establishes the financial foundation for how the region invests in its surface transportation system by identifying how much funding is reasonably expected to be available to address critical transportation needs and describing how it should be prioritized. Per federal requirements, the RTP must be updated at least once every four years to reflect reaffirmed or new planning priorities and includes a reasonable forecast of future transportation revenues available to the region.

Under California Senate Bill 375 (Steinberg, Chapter 728, Statutes of 2008) the RTP must include a Sustainable Communities Strategy (SCS) for achieving a state-mandated target for reducing per-capita greenhouse gas (GHG) emissions from cars and light trucks and identify specific areas in the nine-county Bay Area to accommodate all the region’s projected population growth, including all income groups, for at least the next 25 years. The law requires MTC and ABAG to jointly develop the Sustainable Communities Strategy to integrate planning for growth and housing with transportation. These two statutory planning requirements are fulfilled as part of the broader regional plan, known as Plan Bay Area. The current plan, adopted in October 2021, is called Plan Bay Area 2050 ([planbayarea.org/finalplan2050](https://planbayarea.org/finalplan2050)). The next update of the RTP/SCS will be known as Plan Bay Area 2050+. SB 375 calls for a separate Public Participation Plan for development of



the Regional Transportation Plan and the Sustainable Communities Strategy, and therefore Appendix C describes the Public Participation Plan for Plan Bay Area 2050+.

MTC prepares several technical companion documents for Plan Bay Area updates. These include a program-level Environmental Impact Report (EIR) per California Environmental Quality Act (CEQA) guidelines, and transportation air quality conformity analyses (to ensure clean air mandates are met) per federal Clean Air Act requirements. Certain revisions or updates to Plan Bay Area may warrant a revision or update to these technical documents. The process for preparing and conducting interagency consultation on the conformity analysis is described in MTC Resolution No. 3757, Revised.

MTC also prepares an equity analysis of Plan Bay Area to determine whether systemically-excluded and low-income communities in the Bay Area share equitably in the benefits of the long-range regional plan without bearing a disproportionate share of the burdens. As an assessment of the region's long-range transportation investments, this analysis is conducted at a regional, program-level scale. This assessment of the long-range plan is intended to satisfy federal requirements under Title VI of the Civil Rights Act and federal policies and guidance on environmental justice. For each update of Plan Bay Area, MTC will prepare a public participation plan (see below "Plan Bay Area Update") that will provide more information on how the equity analysis will be conducted throughout that update of the RTP.

### ***Updating and Revising the Regional Transportation Plan***

An update of an existing RTP/SCS (Plan Bay Area) is required at least once every four years. Plan Bay Area also may be revised in between major updates under certain circumstances, as described below:

#### **Plan Bay Area (RTP/SCS) Update**

This is an update to the current long-range regional plan, which includes the RTP, and is prepared pursuant to state and federal requirements.

Plan Bay Area updates include extensive public consultation and engagement involving thousands of Bay Area residents; local and partner agency officials and staff; private sector stakeholders; community-based and advocacy organizations; and others over many months. MTC's Policy Advisory Council also plays a key role in providing feedback on the strategies contained in the plan, which are public policies and investments that can be implemented in the Bay Area at the city, county, regional or state level. Local and Tribal governments, transit operators, and other federal, state and regional agencies also

actively participate in the development of the Plan Bay Area update via existing and ad hoc forums.

For each Plan Bay Area update, MTC will prepare a multi-phased public outreach and engagement program to ensure that all those with a stake in the outcome are actively involved in its preparation. See Appendix C for specific information on public engagement for Plan Bay Area 2050+, the next update to the long-range regional plan (RTP/SCS) that is slated to be completed by 2025.

### **Public Participation Process for a Plan Bay Area Update**

- 1.** Prepare a public participation plan to provide early and continuing opportunities to comment.
- 2.** Review public participation plan with the public and advisory groups.
- 3.** Implement public outreach and engagement program, which may include:
  - A. Numerous targeted in-person and/or virtual workshops/meetings with local governments, partner agencies, advisory groups (including MTC's Policy Advisory Council), and the general public.
  - B. Opportunities to participate online and/or by phone, such as web- and text-based surveys, webinars, statistically valid telephone poll, etc.
  - C. Posting plan-related documents to the web for public review and comment.
  - D. Making documents available for viewing by appointment at the MTC-ABAG library.
- 4.** Notify the public of opportunities to participate using e-mail announcements and newsletters, mailers, press releases, web postings, MTC's social media channels, etc.
- 5.** Conduct intergovernmental consultation, as required and as appropriate.
- 6.** Conduct interagency consultation, as appropriate, based on Air Quality Conformity Protocol (MTC Resolution No. 3757, Revised).
- 7.** Post draft plan to the Plan Bay Area website and release for at least a 45-day public review period:
  - A. Hold at least three public hearings.
  - B. Respond to comments.
  - C. Provide an additional review and comment opportunity of five days if the final Plan Bay Area differs significantly from the draft plan and raises new material issues.
- 8.** Adoption by the MTC Commission and ABAG Executive Board at a joint public meeting.
- 9.** Post final Plan Bay Area Update to the [planbayarea.org](http://planbayarea.org) website.
- 10.** Notify the public about the Commission and Board action via electronic mailings.

## Plan Bay Area (RTP/SCS) Amendment

An amendment is a major revision to the long-range regional plan, including adding or deleting a transportation project; major changes in transportation project/project phase costs (e.g., having to remove or postpone a named project to accommodate higher costs); initiation dates (e.g., when the expected opening day of operation changes from short-term to long-term or vice versa); and/or design concept and scope (e.g., changing project locations or the number of through traffic lanes). Changes to transportation projects that are included in the RTP only for illustrative purposes (such as in a potential financially unconstrained “vision” element) do not require an amendment.

An amendment requires public review and comment, demonstration that the project can be completed based on expected funding, and/or a finding that the change is consistent with federal transportation air quality conformity mandates. Amendments that require an update to the air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757, Revised.

### Public Participation Process for a Plan Bay Area Amendment

1. Release proposed amendment for a 30-day public review period:
  - D. Notify the public of opportunities to participate using e-mail announcements/newsletters, mailers, press releases, web postings and/or MTC’s social media channels.
  - E. Post amendment on the Plan Bay Area website for public review.
  - F. Make amendment available for viewing by appointment at the MTC-ABAG library.
2. Plan Bay Area Amendment reviewed at a public meeting of the Joint MTC Planning Committee with the ABAG Administrative Committee.
3. Approval by the MTC Commission and ABAG Executive Board at public meetings.
4. Post approved Plan Bay Area Amendment on the Plan Bay Area website.
5. Notify the public about the Commission and Board action via electronic mailings.

## Plan Bay Area (RTP/SCS) Administrative Modification

This is a minor revision to the long-range regional plan for minor changes to transportation project/project phase costs, funding sources and/or initiation dates. An administrative modification does not require public review and comment, demonstration that the transportation project can be completed based on expected funding, nor a finding that the change is consistent with federal transportation conformity requirements. As with a Plan

Bay Area amendment, changes to transportation projects that are included in an RTP’s potential financially unconstrained “vision” element may be changed without going through this process.

### Public Participation Process for a Plan Bay Area Administrative Modification

1. No formal public review
2. Approval by MTC Executive Director
3. Plan Bay Area Administrative Modification posted on the Plan Bay Area website following approval

## Other Federal and State Requirements

### Countywide Transportation Plans

Bay Area counties are authorized by state law to develop Countywide Transportation Plans (CTP) on a voluntary basis approximately once every four years. MTC, however, is required to develop guidelines for the development of CTPs by the County Transportation Agencies (CTAs). The intent of these guidelines is to achieve compatibility between CTPs and the RTP through a common planning framework, even though the plans differ in scope.

CTPs assess transportation needs and guide transportation priorities and funding decisions for that county over a 20- to 25-year horizon. These countywide plans inform the transportation projects and programs that are forwarded to MTC for consideration in the RTP. Information on the CTP process is available here: [mtc.ca.gov/planning/long-range-planning/countywide-transportation-plans](https://mtc.ca.gov/planning/long-range-planning/countywide-transportation-plans).

### Congestion Management Process

Under federal regulations, MTC is required to [prepare a congestion management process \(CMP\) for the Bay Area](#) that provides, “accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs.” In addition to the regional CMP, county-level planning work by CTAs also informs MTC’s decisions on program and investment priorities, including the RTP. Examples of this local planning work include county CMPs, Countywide Transportation Plans, corridor studies, sales tax investment plans, among others. Generally, MTC’s Planning Committee adopts guidelines every two years to guide the development and ensure consistency between the RTP and countywide CMPs. Those interested in this planning effort may obtain copies of the relevant memoranda via MTC’s

website, or by requesting to be added to the Planning Committee’s mailing list at [info@bayareametro.gov](mailto:info@bayareametro.gov).

## **B. Transportation Improvement Program**

The Transportation Improvement Program (TIP) helps implement the policy and investment priorities expressed by the public and adopted by MTC in Plan Bay Area. In this way, public comments made as part of the plan are reflected in the TIP as well. The TIP covers at least a four-year timeframe, and all projects included in the TIP must be consistent with Plan Bay Area, which covers 20 or more years. The TIP is a comprehensive listing of Bay Area surface transportation projects — including transit, highway, local roadway, bicycle and pedestrian investments — that:

- receive federal surface transportation funding, or
- are subject to a federally required action, or
- are regionally significant, for federal air quality conformity purposes.

The TIP does not contain all funds, projects or programs identified in Plan Bay Area. The majority of revenues identified in the plan are never included in the TIP. These include local and state funds used to operate and maintain the transportation network that do not meet the criteria listed above. The TIP itself does not implement the plan, but rather is a subset of projects that contribute to the achievement of the plan’s goals.

The TIP includes a financial plan that demonstrates there are sufficient revenues to ensure that the funds committed (or “programmed”) to the projects are in fact available to implement the projects or project phases. Adoption of the TIP also requires a finding of conformity with federal air quality standards.

Individual project listings may be viewed through MTC’s web-based Fund Management System at [fms.bayareametro.gov](https://fms.bayareametro.gov). As part of MTC’s commitment to public engagement, many projects in the TIP are mapped to present a visual location of the project. Individuals without access to the internet may view a printed copy of the project listings in the MTC-ABAG library by scheduling an appointment by calling 415-778-5236 or emailing [library@bayareametro.gov](mailto:library@bayareametro.gov).

In addition to a Transportation Improvement Program that is accessible online at [mtc.ca.gov/funding/transportation-improvement-program-tip](https://mtc.ca.gov/funding/transportation-improvement-program-tip), MTC maintains free, subscription-based e-mail distribution lists to inform interested individuals, transportation officials and staff of changes and actions related to the TIP. Through this

list, individuals may be alerted as needed regarding the development and approval of a new TIP and updates, such as the notice of a TIP update or notice and approval of the TIP amendments. These notifications facilitate public review and comments as well as coordination with transportation and other public agencies. Sign up for the service by contacting MTC at [info@bayareametro.gov](mailto:info@bayareametro.gov).

To further assist in the public assessment of the TIP, and specifically to analyze the equity implications of the proposed TIP investments, MTC conducts an analysis for the TIP with a focus on specific populations, including systemically-excluded and low-income communities.

### ***Updating and Revising the TIP***

Federal regulations require that the TIP be updated at least once every four years. State statute requires that the TIP be updated every two years. From time to time, circumstances dictate that revisions be made to the TIP between updates, such as adding a new project. MTC will consider such revisions when the circumstances prompting the change are compelling. The change must be consistent with Plan Bay Area, be consistent with (“conform to”) the federal air quality plan known as the State Implementation Plan (SIP), and it must be financially feasible.

In addition to a TIP update, revisions to the TIP may occur as TIP Amendments, TIP Administrative Modifications, or TIP Technical Corrections. The criteria for administrative modifications and amendments are defined in federal regulations, specifically Title 23, CFR part 450.104.

The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and California Department of Transportation (Caltrans) have developed amendment and administrative modification procedures for the TIP. These procedures are posted online at: [mtc.ca.gov/sites/default/files/TIP Revision Procedures.pdf](http://mtc.ca.gov/sites/default/files/TIP%20Revision%20Procedures.pdf). Further explanation about TIP updates and how different types of revisions are processed are described below.

#### **TIP Update**

This is a complete update of the existing TIP, to reflect new or revised transportation investment strategies and priorities. Federal regulations require an update of the TIP at least once every four years, while state statute requires an update of the TIP every two years. Because all projects included in the TIP are consistent with Plan Bay Area, MTC’s extensive public outreach for development of Plan Bay Area is reflected in the TIP as well. The TIP supports implementation, in the short-term, of the financially constrained element

of Plan Bay Area and is responsive to comments received during the development of Plan Bay Area. TIP updates will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757, Revised.

State law requires a TIP update more frequently than the federally-required four-year update cycle, for which MTC may perform a limited and less robust update and outreach effort by simply updating project information using prior TIP reports, analysis and methodologies. In such circumstances, significant modification of analytical approaches and additional features to the TIP will be made on the federal four-year update cycle, and more in-line with the four-year update cycle of Plan Bay Area.

### **TIP Amendment**

This is a revision that involves a major change to the TIP, such as the addition or deletion of a project; a major change in project cost; a significant change in project schedule; or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or an air quality conformity determination. Amendments requiring a transportation air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757, Revised.

### **TIP Administrative Modification**

An administrative modification includes minor changes to a project's costs or to the cost of a project phase; minor changes to funding sources of previously included projects; and minor changes to the initiation date of a project or project phase. An administrative modification does not require public review and comment, re-demonstration of fiscal constraint or conformity determination.

### **TIP Technical Correction**

Technical corrections may be made by MTC staff as necessary. Such corrections are not subject to an administrative modification or an amendment, and may include revisions such as: changes to information and projects that are included only for illustrative purposes; changes to information outside of the TIP period; changes to information not required to be included in the TIP per federal regulations; use of toll credits; identification of Advance Construction (AC) or conversion of AC for funds already in the TIP; changes to the informational expanded project description, if such change does not change the TIP-required project description; changes to funding in prior years (if outside the TIP period); changes to a project phase following federal authorization to proceed for that phase of

work; or changes to correct simple errors or omissions including data entry errors. By definition, these technical corrections do not significantly impact the cost, scope or schedule within the TIP period. Accordingly, they are not subject to a public review and comment process, re-demonstration of fiscal constraint, or a conformity determination.



Public Participation Process for Updating and Revising the Transportation Improvement Program

Update	Amendment	Administrative Modification	Technical Correction
<ol style="list-style-type: none"><li>1. Notify the public, interested parties and the Bay Area Partnership technical committees and/or working groups of opportunities to participate using e-mail notifications/ announcements and/or e-newsletters.</li><li>2. Conduct intergovernmental review and consultation, as appropriate.</li><li>3. Release Draft TIP for public review and comment as required by the air quality conformity consultation process<sup>1</sup>:<ol style="list-style-type: none"><li>A. Post on MTC’s website</li><li>B. Make available for viewing by appointment at the MTC-ABAG library.</li></ol></li><li>4. Respond to significant material comments pertinent to the TIP; include MTC’s response in an appendix in the final TIP.</li><li>5. Provide additional review and comment opportunity of five days if the final TIP differs significantly from the Draft TIP and raises new material issues.</li><li>6. Review by MTC’s Programming &amp; Allocations Committee at a public meeting; refer to Commission for final adoption.</li><li>7. Adoption by the Commission at a public meeting.</li><li>8. Approval by Caltrans.</li><li>9. Approval by FHWA and FTA.</li></ol>	<ol style="list-style-type: none"><li>1. Notify the public, interested parties and the Bay Area Partnership technical committees and/or working groups of opportunities to participate using e-mail notifications/ announcements and/or e-newsletters.</li><li>2. Post on MTC’s website for public review and make available for viewing by appointment at the MTC-ABAG library.<ul style="list-style-type: none"><li>→ Amendments deleting, adding and/or changing a project subject to a new air quality conformity analysis:<ol style="list-style-type: none"><li>A. Public review and comment period, as required by the air quality conformity consultation process.</li><li>B. Review by an MTC standing committee at a public meeting.</li><li>C. Approval by the Commission at a public meeting.</li></ol></li><li>→ Amendments deleting or adding a project not subject to an air quality conformity analysis (such as a roadway rehabilitation):<ol style="list-style-type: none"><li>A. Review and approval by an MTC standing committee or the Commission at a public meeting.</li></ol></li><li>→ Amendments changing an existing project that is not subject to an air quality conformity analysis; or changing an existing grouped project listing (such as the highway bridge program); or bringing a previously listed project or phase back into the TIP for financial purposes; or changing TIP funding revenues:<ol style="list-style-type: none"><li>A. Approval by the MTC Executive Director or designee, following a 5-day notice on MTC’s website; or</li><li>B. Review and approval by an MTC standing committee or the full Commission at a public meeting.</li></ol></li></ul></li><li>3. Approval by Caltrans</li><li>4. Approval by FHWA and FTA</li></ol>	<ol style="list-style-type: none"><li>1. No public review</li><li>2. Approval by MTC Executive Director or designee by delegated authority (authority is delegated by the Federal Highway Administration/Federal Transit Administration), or Caltrans.</li></ol>	<ol style="list-style-type: none"><li>1. No public review</li><li>2. Technical corrections by staff</li><li>3. No approval required</li></ol>
After approval...	After approval...	After approval...	After approval...
<ol style="list-style-type: none"><li>1. Post on MTC website.</li><li>2. Make available for viewing by appointment at the MTC-ABAG library.</li><li>3. Notify the public, interested parties and the Bay Area Partnership technical committees and/or working groups about the Commission’s action.</li></ol>	<ol style="list-style-type: none"><li>1. Post on MTC website.</li><li>2. Make available for viewing by appointment at the MTC-ABAG library.</li><li>3. Notify the public, interested parties and the Bay Area Partnership technical committees and/or working groups about the Executive Director’s or the Commission’s action.</li></ol>	<ol style="list-style-type: none"><li>1. Post on MTC website.</li><li>2. Make available for viewing by appointment at the MTC-ABAG library.</li></ol>	N/A

<sup>1</sup> MTC staff may make minor, technical edits to the Draft TIP during the review and comment period. In these instances, staff will post the technical edits on MTC’s website and notify interested parties via e-mail notification.

## ***Other Federal Requirements***

### **Federal Transit Administration Program of Projects (POP) Public Participation Requirements**

Federal transit law and joint FHWA-FTA planning regulations governing the metropolitan planning process require a locality to include the public and to solicit comment when the locality develops its metropolitan long-range transportation plan and its metropolitan TIP. FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA-FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Program of Projects (POP) that recipients of Section 5307, Section 5337 and Section 5339 funds must meet.

This Public Participation Plan is being used by the recipients listed below to satisfy their public participation process for the POP. This Public Participation Plan (PPP) follows the procedures for public involvement associated with TIP development and therefore satisfies public participation requirements for the POP. All public notices of public involvement activities and times established for public review and comment on the TIP will state that they satisfy the POP requirements for applicable funds.

Recipients using MTC's PPP to satisfy their public participation process for the POP include:

1. AC Transit (Alameda-Contra Costa Transit District)
2. ACE (Altamont Corridor Express)
3. BART (Bay Area Rapid Transit District)
4. Caltrain (Peninsula Corridor Joint Powers Board)
5. County Connection (Central Contra Costa Transit Authority)
6. FAST (Fairfield/Suisun Transit System)
7. Golden Gate Transit (Golden Gate Bridge, Highway and Transportation District)
8. LAVTA (Livermore-Amador Valley Transit Authority/ Wheels)
9. Marin Transit (Marin County Transit District)
10. Petaluma Transit
11. SamTrans (San Mateo County Transit District)
12. San Francisco Bay Ferry (WETA/Water Emergency Transportation Authority)
13. Santa Rosa CityBus
14. SFMTA (San Francisco Municipal Transportation Agency)

15. SMART (Sonoma Marin Area Rail Transit)
16. SolTrans (Solano County Transit)
17. Sonoma County Transit
18. Tri Delta Transit (Eastern Contra Costa Transit Authority)
19. Union City Transit
20. Vacaville City Coach
21. VINE (Napa Valley Transportation Authority)
22. VTA (Santa Clara Valley Transportation Authority)
23. WestCAT (Western Contra Costa Transit Authority)

### **Annual Listing of Obligated Projects**

By federal requirement, MTC at the end of each calendar year publishes an annual listing of obligated projects, which is a record of federally-funded transportation projects that have been delivered the previous year. The listing also is intended to increase public awareness of government spending on transportation projects. Copies of this annual listing may be obtained from MTC's website: [mtc.ca.gov/funding/federal-funding/project-delivery](https://mtc.ca.gov/funding/federal-funding/project-delivery) or by contacting MTC's Public Information Office at (415) 778-6757 or [info@bayareametro.gov](mailto:info@bayareametro.gov).

## **Interagency and Tribal Government Consultation Procedures for the Regional Transportation Plan and the Transportation Improvement Program**

### **A. Public Agency Consultation**

The Infrastructure Investment and Jobs Act is the federal surface transportation legislation that specifies a public participation process, directing metropolitan transportation agencies like MTC to consult with officials responsible for other types of planning activities that are affected by transportation in the area, be that conservation and historic preservation or local planned growth and land use management.

Like the public, the most effective time to involve governmental agencies in the planning and programming process is as early as possible. As such, the development of the RTP (Plan Bay Area), with its long-range timeframe, is the earliest key decision point for the

interagency consultation process. It is at this stage where funding priorities and major projects' planning-level design concepts and scopes are introduced, prioritized and considered for implementation. Furthermore, MTC's funding programs and any projects flowing from them are derived directly from the policies and transportation investments contained in Plan Bay Area. Because Plan Bay Area governs the selection and programming of projects in the TIP, MTC considers the agency consultation process as a continuum starting with the regional transportation plan. Plan Bay Area is the key decision point for policy decisions regarding project and program priorities that address mobility, congestion, air quality and other planning factors. The TIP is a short-term programming document detailing the funding for only those investments identified and adopted in the RTP.

MTC will use the following approaches to coordinate and consult with affected agencies in the development of the RTP and the TIP. Throughout the process, consultation will be based on the agency's needs and interests. At a minimum, all agencies will be provided an opportunity to comment on the RTP and TIP updates.

### ***Regional Transportation Plan (Plan Bay Area)***

In addition to the public agency consultation described in the previous section, MTC's compliance with CEQA further serves as a framework to consult, as appropriate, in the development of Plan Bay Area with federal, state and local resource agencies responsible for land use management, natural resources, environmental protections, conservation and historic preservation. This consultation will include other agencies and officials responsible for other planning activities in the MTC region that are affected by transportation to the maximum extent practicable.

As required by CEQA, the Notice of Preparation (NOP) stating that MTC and ABAG, as the lead agencies, will prepare a program-level Environmental Impact Report (EIR) for Plan Bay Area is the first step in the environmental process. The NOP gives federal, state and local agencies, as well as the public, an opportunity to identify areas of concern to be addressed in the EIR and to submit them in writing to MTC and ABAG. Further, MTC and ABAG also will hold a public scoping meeting (see Appendix C for complete details on the Plan Bay Area EIR process) to explain the environmental process and solicit early input on areas of concern. During the development of the Draft EIR, MTC will consult with the relevant agencies on resource maps and inventories for use in the EIR analysis.

MTC and ABAG will consider the issues raised during the NOP period and scoping meeting during its preparation of the EIR. Subsequently, as soon as the Draft EIR is completed, MTC and ABAG will file a Notice of Completion (NOC) with the State Clearinghouse and release the Draft EIR for a 45-day public review period. MTC will seek written comments from agencies and the public on the environmental effects and mitigation measures identified in the Draft EIR. During the comment period, MTC and ABAG may consult directly with any agency or person with respect to any environmental impact or mitigation measure. MTC and ABAG will respond to written comments received prior to the close of the comment period and make technical corrections to the Draft EIR where necessary. The Commission will be requested to certify the Final EIR, and MTC and ABAG will file a Notice of Determination (NOD) within five days of Commission certification.

Note that while the RTP is not subject to the federal National Environmental Policy Act (NEPA), MTC and ABAG will consult with federal agencies as appropriate during the preparation of the CEQA environmental document. Additionally, the involvement of federal agencies in Plan Bay Area can link the transportation planning process with the federal NEPA process. As the projects in Plan Bay Area and TIP continue down the pipeline toward construction or implementation, most must comply with NEPA to address individual project impacts.

### ***Transportation Improvement Program (TIP)***

As discussed above, crucial decisions about whether or not to support or fund a transportation program or project in the region start at the RTP level. The TIP translates recommendations from Plan Bay Area into a short-term program of improvements focused on projects that have a federal interest. Therefore, the earlier and more effective timeframe for public comment on the merits of a particular transportation project is during the development of the long-range plan. The TIP defines project budgets, schedules and phasing for those programs and projects that are already part of the RTP. The TIP does not provide any additional information regarding environmental impacts, beyond that found in the program-level environmental analysis prepared for the RTP.

As such, starting at the Plan Bay Area development stage, MTC staff will concurrently consult with all agencies regarding the TIP. Subsequent to the RTP, additional consultations at the TIP stage will be based on an agency's needs and interests. At a minimum, all agencies will be provided with an opportunity to review and comment on the TIP. Project sponsors — including the California Department of Transportation (Caltrans), local jurisdictions, transit operators and county transportation agencies (CTAs) — review

and consult with MTC on each of their respective projects in the TIP. These agencies (and any other interested agency) are involved every step of the way in the establishment of MTC programs, selection of projects and their inclusion in the TIP.

## **B. Other Protocols for Working with Public Agencies**

### ***The Bay Area Partnership Review and Coordination***

MTC established the Bay Area Partnership to collaboratively assist the Commission in fashioning consensus among its federal, state, regional and local transportation agency partners regarding the policies, plans and programs to be adopted and implemented by the Commission. More recently, that focus has shifted to advising the Commission on specific transportation investment policies and matters related to Plan Bay Area.

Membership includes a chief staff officer from all public agencies representing the following transportation interests:

- Transit operations
- Transportation facilities
- Congestion management agencies
- Public works agencies
- Airports and seaports
- Regional, state and federal transportation, environmental, and land use agencies

The Partnership Board and its Partnership Technical Advisory Committee (PTAC) and working group(s) consider the ongoing and more technical aspects of transportation funding issues. The Partnership Board and PTAC meetings are open to the public. The Partnership Board's meetings are webcast live and later archived on MTC's website. Offsite Board meetings and all PTAC meetings are recorded, and recordings may be requested by contacting the MTC Public Information Office at (415) 778-6757 or [info@bayareametro.gov](mailto:info@bayareametro.gov). The status of TIP revisions are provided to the Partnership through email notifications. For TIP updates, PTAC and working group(s) will be kept informed and consulted throughout the process by e-mail notifications or presentations as appropriate.

### ***Air Quality Conformity and Interagency Consultation***

A dialogue between agencies over transportation air quality conformity considerations must take place in certain instances prior to MTC's adoption of its RTP or TIP. These consultations are conducted through the Air Quality Conformity Task Force, which

includes representatives of the U.S. Environmental Protection Agency, the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the California Air Resources Board (CARB), Caltrans, the Bay Area Air Quality Management District and other state and local transportation agencies. These agencies review updates and, in certain instances, amendments to Plan Bay Area and the TIP to ensure they conform to federal transportation air quality conformity regulations.

In accordance with Transportation Air Quality Conformity and Interagency Consultation Protocol procedures (MTC Resolution No. 3757, Revised), MTC must implement the interagency consultation process for the nine-county San Francisco Bay Area before making a transportation conformity determination on Plan Bay Area or the TIP. In developing an update to Plan Bay Area/TIP, MTC will bring important issues to the Partnership Board or its technical committees/working groups for discussion and feedback. All materials that are relevant to interagency consultation, such as the Plan Bay Area/TIP schedule, important Plan Bay Area/TIP-related issues and the draft Plan Bay Area/TIP, will also be transmitted to the Conformity Task Force for discussion and feedback. Similar consultation will occur for Plan Bay Area/TIP amendments requiring an air quality conformity analysis.

### ***Intergovernmental Review via State Clearinghouse***

The intent of intergovernmental review, per Executive Order 12372, is to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. Applicants in the Bay Area with programs/projects for intergovernmental review are required to submit documentation to the State Clearinghouse via the Office of Planning and Research in Sacramento, which is the Single Point of Contact for the intergovernmental review of federal grant proposals and other activities. In this capacity, it is also the function of the clearinghouse to coordinate state and local review of federal financial assistance applications, federally required state plans, direct federal development activities and federal environmental documents. The purpose of the clearinghouse is to facilitate state and local participation in federal activities occurring within California. The Executive Order does not replace public participation, comment or review requirements of other federal laws, such as the National Environmental Policy Act (NEPA), but rather gives states an additional mechanism to ensure federal agency responsiveness to state and local concerns.

The clearinghouse also receives and distributes environmental documents prepared pursuant to CEQA and coordinates the state-level environmental review process. The RTP is subject to CEQA and therefore is reviewed through the clearinghouse.

## **C. Tribal Government Consultation**

MTC also consults with the region's Native American Tribal governments. There are six federally recognized Native American tribes in the San Francisco Bay Area:

- Cloverdale Rancheria of Pomo Indians
- Dry Creek Rancheria Band of Pomo Indians
- The Federated Indians of Graton Rancheria
- Kashia Band of Pomo Indians of the Stewarts Point Rancheria
- Lower Lake Rancheria Koi Nation
- Lytton Rancheria Band of Pomo Indians

The groundwork for consultation with our region's Tribal governments will occur early in the process of developing Plan Bay Area/the TIP. Engagement activities with the Tribes will be conducted according to Tribal preference. As required, MTC and ABAG also will invite and encourage Tribal leaders and their representatives to request government-to-government consultation at any time during the development of Plan Bay Area/the TIP. Tribal Summits will continue in order to offer Tribes the ability to collaborate with MTC and ABAG and several of their partners as appropriate. MTC and ABAG will also conduct individual meetings at each Tribe's request in a forum that is convenient for them.

As required by Assembly Bill 52, MTC and ABAG will provide written notification to all Tribes in the region, including federally recognized Tribes and all California Native American Tribes on the Native American Heritage Commission List with Tribal Cultural Resources in the Bay Area, about the opportunity for engagement in the Plan Bay Area update process. Additionally, MTC and ABAG will be available for consultation at the Tribe's request.



# **Appendix C.**

## **Public Participation Plan for Plan Bay Area 2050+**

**REVISED DRAFT**

**June 2023**

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# I. Introduction

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) work together to adopt a long-range regional plan every four years that serves as the Bay Area’s Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). This joint effort is required under state law, and it helps the Bay Area plan and prioritize strategies (i.e., public policies and investments) necessary to advance the region’s vision of a more affordable, connected, diverse, healthy and vibrant Bay Area for all.

The current plan, known as Plan Bay Area 2050, was adopted by ABAG and MTC in October 2021. Plan Bay Area 2050 focuses on four key elements — housing, the economy, transportation and the environment — and identifies a path to make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges. This was the third RTP for the nine-county San Francisco Bay Area that also includes the Bay Area’s SCS as required by [California Senate Bill 375 \(Steinberg, Statutes of 2008\)](#).

Senate Bill 375 gives MTC and ABAG joint responsibility for preparing Plan Bay Area. The legislation also states that the two agencies “set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board.”

This Appendix C to MTC’s Draft 2023 Public Participation Plan outlines the anticipated approach and schedule for the next update for the Bay Area’s regional plan, known as Plan Bay Area 2050+. Scheduled to begin in 2023 and be considered for adoption in 2025, Plan Bay Area 2050+ will focus on making select, high-impact refinements to the Blueprint — the suite of strategies that advance the long-range plan’s vision — and identifying the next set of implementation actions through the end of this decade.

Federal and state law requires MTC and ABAG to work together with federal and state agencies, local governments, county transportation agencies (CTAs), public transit agencies, business and community groups, nonprofits and residents to provide all who are interested with opportunities to be involved in crafting Plan Bay Area. We invite the participation of all Bay Area residents to make the plan’s vision a reality.

## II. Developing Plan Bay Area 2050+

Given that Plan Bay Area 2050 was a major update to the regional vision connecting transportation, housing, economic development and environmental resilience, MTC/ABAG staff focused on implementation soon after the plan’s adoption. Highlights of implementation efforts include adoption of the [Transit-Oriented Communities \(TOC\) Policy](#), the advancement of key [Bay Area Housing Financing Authority \(BAHFA\) pilot programs](#), preparation for new cycles of planning grants for [Priority Development Areas \(PDAs\)](#) and [pilot Priority Production Areas \(PPAs\)](#), and accelerated efforts on parking and electrification to advance climate strategies in the current plan, among others. With further initiatives in the queue for 2023 and constrained resources to implement the plan’s strategies, it will be essential to balance efforts in the long-range planning space with the important work of implementing the strategies already adopted by MTC and ABAG in 2021.

### A. Process and Schedule

Plan Bay Area 2050+ will build upon the solid foundation of Plan Bay Area 2050 to address ongoing challenges, including those introduced by the COVID-19 pandemic. Plan Bay Area 2050 was the most comprehensive effort to-date, reflecting four years of deep and sustained public and stakeholder engagement, as well as robust analytical exploration of “what if...” scenarios to make the plan’s policies more resilient and equitable than prior cycles. Composed of 35 strategies identifying priorities for transportation, housing, economic development and environmental resilience, the adopted plan also included a near-term Implementation Plan spotlighting more than 80 actions for MTC and ABAG to advance through 2025.

Plan Bay Area 2050+ will be a focused update with the goal of making high-impact refinements to select plan strategies and identifying new implementation actions to move the Bay Area’s vision forward. This approach will enable implementation efforts of Plan Bay Area 2050 to continue apace, rather than shifting considerable staff and financial resources toward long-range planning to accommodate more significant updates.

As noted, this update will identify a new suite of implementation actions, recognizing that many of the implementation activities identified in Plan Bay Area 2050 will be substantially completed by 2025. This will allow a significant update to the plan — on par with the

magnitude of Plan Bay Area 2050 — to be advanced starting in the next update cycle (in early 2026) with robust exploratory scenario planning and deep-dive policy analyses. Given that the subsequent planning cycle will likely face more aggressive climate goals, feature an extended time horizon, and sync up with a brand-new Regional Housing Needs Allocation (RHNA) cycle, it will be better primed to enact more significant policy changes to the next 30-year regional vision.

Development of Plan Bay Area 2050+ will occur between mid-2023 and late 2025, a 2.5-year long process. Public participation is critical to ensure an open process, in which all interested residents have the opportunity to offer input and share their vision for what the Bay Area will look like decades from now. The process will require flexibility and is subject to change in response to input received. To help direct Bay Area residents and organizations interested in participating in key actions and decisions, any changes to the update process, as well as any other relevant details will be posted on the Plan Bay Area website and communicated via e-mail to interested parties and through social media. The Plan Bay Area website includes a clear option to sign up for e-mail updates:

[planbayarea.org/get-involved/mailing-list](https://planbayarea.org/get-involved/mailing-list).

## **B. Summary of Key Milestones**

This section describes key milestones along the path to developing Plan Bay Area 2050+. Key milestones also are displayed visually in the Plan Bay Area 2050+ development timeline (see Attachment 1).

### **Plan Bay Area 2050+ Step 1: Update or Reaffirm Planning Assumptions**

The COVID-19 pandemic changed overnight how everyone in the Bay Area lives, works and travels. Plan Bay Area 2050 was shaped by and responds to COVID-19's challenges — making it a solid foundation for Plan Bay Area 2050+ to build upon. As part of this focused update, certain targeted revisions may be pursued to better align future planning with the “new normal” and the challenges introduced by the pandemic, such as the transit fiscal cliff's impacts on transportation revenue forecasts. This focused approach will consider whether to pursue targeted updates to, or to reaffirm, the Regional Growth Forecast, while maintaining its forecast methodology, as well as to the External Forces, the Growth Geographies and the Needs and Revenue Forecasts.

## *Regional Growth Forecast, Growth Geographies, and External Forces*

The Plan Bay Area 2050+ Regional Growth Forecast identifies how much the Bay Area might grow over the planning period, including population, jobs, households and associated housing units. The forecast also includes important components of that growth, including employment by sector, population by age and ethnic characteristics, and households by income level. These figures are then integrated with modeling tools to explore how the plan's strategies affect growth in households and employment at the local level, and how they impact regional travel patterns, demand on the transportation system and resulting emissions.

MTC and ABAG will also pursue targeted updates to the plan's Growth Geographies — geographic areas used to guide where future growth in housing and jobs would be focused under the plan's strategies over the next 30 years. These geographies are identified for growth either by local jurisdictions or because of their proximity to transit or access to opportunity. MTC and ABAG also will reassess both the on-the-ground and anticipated external (or exogenous) forces that will shape the impacts of the strategies included in the plan. External forces are defined as long-term trends or discrete events that affect the Bay Area, but over which residents and elected officials have little-to-no influence, such as a pandemic, the cost of fuel or anticipated sea level rise impacts.

- **Opportunities for Input:**
  - Technical stakeholder engagement, which may include webinars, virtual and/or in-person workshops, asynchronous opportunities to participate or office hours, etc.; discussion at MTC's Policy Advisory Council.
  - Opportunity for public input via public meetings of the Policy Advisory Council, the Joint MTC Planning Committee with the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee; adoption by ABAG Executive Board and the Commission.
- **Significance:** This technical work sets the stage for future analysis by identifying anticipated employment, population and housing growth; the geographic areas prioritized for future homes and jobs; and the external forces that will shape the performance of plan strategies under reasonably anticipated future conditions.
- **Timeframe:** Summer-Fall 2023

## *Needs and Revenue Forecasts*

Plan Bay Area 2050 envisioned an investment in the Bay Area's future of approximately \$1.4 trillion across the interconnected areas of transportation, housing, the economy and the environment. A central element of implementing this vision is understanding the potential cost of carrying out each of the plan's strategies, as well as identifying the resources available to meet those needs.

To support this work within Plan Bay Area 2050+, MTC and ABAG will conduct a set of needs assessments to quantify financial needs in the realms of transportation, housing and the environment. Staff will work with applicable public agencies, both on the local and regional levels, to develop these needs assessments.

MTC will also work with partner agencies and use financial models to forecast how much revenue will be available for transportation purposes over the duration of the plan, consistent with relevant state and federal planning requirements. In addition, MTC and ABAG will provide estimates of revenues that will be available for investment in select housing and environment areas. The financial forecasts, coupled with needs assessments in the areas of transportation, housing and the environment, will help identify funding gaps and update the plan's strategies and associated investments.

- **Opportunities for Input:**
  - Technical stakeholder engagement, which may include webinars, virtual and/or in-person workshops, asynchronous opportunities to participate or office hours, etc.; discussion at MTC's Policy Advisory Council.
  - Opportunity for public input via public meetings of the Policy Advisory Council and the Joint MTC Planning Committee with the ABAG Administrative Committee.
- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee.
- **Significance:** This technical evaluation will provide information on the funding needed to achieve key goals related to transportation infrastructure, affordable housing and climate adaptation. The technical work sets the stage for future investment strategies and identifies revenue expected to flow into the region over the life of the plan.
- **Timeframe:** Summer 2023 (Draft)–Summer 2024 (Final)



## Plan Bay Area 2050+ Step 2: Update Select Blueprint Strategies

### *Develop Draft Blueprint*

Given Plan Bay Area 2050's solid foundation of 35 strategies, the Draft Blueprint phase for Plan Bay Area 2050+ will focus on making high-impact refinements to select strategies while retaining the remaining ones. Assumptions for select Blueprint strategies will be refined to reflect ongoing implementation efforts from Plan Bay Area 2050, while also leveraging findings from previous scenario planning efforts that may be relevant to the post-COVID environment. Equity and performance analyses will also be conducted during both the Draft and Final Blueprint phases of Plan Bay Area 2050+ to evaluate how the plan's strategies are supporting progress towards making the Bay Area more affordable, connected, diverse, healthy and vibrant for all.

- **Opportunities for Input:**
  - *Round 1 of Public Engagement (Summer–Fall 2023):* Strategies under consideration for inclusion in the Draft Blueprint will be presented for public review and input at Plan Bay Area 2050+ public events. Events will include a combination of virtual, asynchronous and/or in-person techniques (see Chapter 4 of MTC's Public Participation Plan and Section V below) to ensure meaningful public engagement and will be supplemented with robust digital promotion.
  - Additional public input opportunities via public meetings of the Policy Advisory Council, the Joint MTC Planning Committee with the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
  - Multiple virtual, asynchronous and/or in-person technical stakeholder engagement events (which could include webinars, workshops, office hours, etc.); discussion at MTC's Policy Advisory Council.
- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee; adoption by the ABAG Executive Board and the Commission.
- **Significance:** The Draft Blueprint will demonstrate how integrated transportation, housing, economic and environmental strategies can advance a more resilient and equitable future for the San Francisco Bay Area.
- **Timeframe:** Summer 2023–Winter 2024

## Integrating Transit 2050+

There is significant interest in prioritizing revisions to six transit-related strategies during Plan Bay Area 2050+ given the continued financial challenges in this space and the need to re-evaluate legacy (i.e., pre-COVID) transportation projects to ensure they align with current and future regional needs. At the same time, both the [Transit Transformation Action Plan](#), which aims to improve the Bay Area’s public transportation network to create a more user-friendly and connected system, and the [Plan Bay Area 2050 Implementation Plan](#) identified development of a new transit modal plan known as the Connected Network Plan (CNP), which would take a service-oriented approach to creating an aspirational transit vision for the Bay Area.

As such, a harmonized approach where connected network planning directly informs the core of Plan Bay Area 2050+ is imperative, assigning the task of re-imagining the six transit-related strategies in the Plan Bay Area 2050+ Transportation Element using a service-based, hub-oriented, and fiscally responsible approach while working closely with the region’s transit operators to co-create this next-generation vision. Accordingly, we have renamed the Connected Network Plan “Transit 2050+” to indicate its linkage to Plan Bay Area 2050+. It will be developed in a parallel process — with its own engagement program — that will feed into the development of the Plan Bay Area 2050+ Blueprint. It is important to note that public engagement for Transit 2050+ will generally be timed to align with Blueprint engagement.

## Develop and Adopt Final Blueprint

Based on the results of the technical analysis, MTC and ABAG will define a preferred alternative to advance to final environmental analysis. The preferred alternative will include the strategies and Growth Geographies that will best meet the plan’s vision given identified fiscal and policy constraints.

- **Opportunities for Input:**
  - *Round 2 of Public Engagement (Spring–Summer 2024):* A combination of various engagement techniques will be used to present the Final Blueprint for public review and input. The engagement strategy for Round 2 will be informed by MTC’s Public Participation Plan and will employ a robust combination of techniques (see Section V below) to ensure meaningful public engagement. Engagement will be supplemented with robust digital promotion.

- Additional public input opportunities via public meetings of the Policy Advisory Council, the MTC Planning Committee, the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
- Multiple virtual, asynchronous and/or in-person technical stakeholder engagement events (which could include webinars, workshops, office hours, etc.); discussion at MTC’s Policy Advisory Council.
- **Decision-Making Roles:** Direction from MTC’s Planning Committee and ABAG’s Administrative Committee; adoption by the ABAG Executive Board and the Commission.
- **Significance:** The Final Blueprint will refine and finalize how integrated transportation, housing, economic and environmental strategies can advance a more resilient and equitable future for the San Francisco Bay Area.
- **Timeframe:** Spring–Fall 2024. Adoption expected in fall 2024.

## Plan Bay Area 2050+ Step 3: Identify New Implementation Priorities and Associated Actions

The revised Implementation Plan for Plan Bay Area 2050+ will focus on short-term, tangible actions that MTC and ABAG can take to advance the plan’s strategies, in partnership with other public agencies, non-profit organizations and the private sector. The Implementation Plan process will engage Bay Area residents, local governments, civic organizations, business interest, non-profits and other stakeholders to identify and prioritize new actions to advance implementation of Plan Bay Area 2050+.

- **Opportunities for Input:**
  - *Round 3 of Public Engagement (Winter 2024-25):* Implementation priorities will be identified with robust public input at Plan Bay Area 2050+ public events. The engagement strategy for Round 3 will be informed by MTC’s Public Participation Plan and will employ a combination of techniques (see Section V below) to ensure meaningful public engagement. Engagement will be supplemented with robust digital promotion.
  - Additional public input opportunities via public meetings of the Policy Advisory Council, the Joint MTC Planning Committee with the ABAG Administrative Committee, the ABAG Executive Board and the Commission.

- Multiple virtual, asynchronous and/or in-person technical stakeholder engagement events (which could include webinars, workshops, office hours, etc.); discussion at MTC’s Policy Advisory Council.
- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee; approval from the ABAG Executive Board and the Commission.
- **Significance:** The Implementation Plan identifies the near-term steps necessary to accelerate the plan’s long-term vision, focusing on concrete actions that MTC and ABAG can advance in partnership with public, non-profit and private organizations for each of the plan’s adopted strategies.
- **Timeframe:** Fall 2024–Fall 2025

## Plan Bay Area 2050+ Step 4: Draft and Final Plan

### *Draft and Final Environmental Impact Report (EIR)*

A programmatic environmental impact report on the plan, including the preferred scenario and a limited set of alternatives, will identify the environmental impacts of the proposed long-range plan as a whole, as required by the California Environmental Quality Act (CEQA). A Draft EIR will be released for public comment and submitted to the appropriate resource agencies for review and comment.

- **Opportunities for Input:**
  - A Notice of Preparation will be issued, followed by a public virtual scoping meeting to explain the environmental process and solicit early input on areas of concern. A recording of the scoping meeting will be posted to the Plan Bay Area website to provide interested parties with an asynchronous opportunity to participate. The Draft EIR will be the subject of three public hearings. To maximize participation, public hearings providing the opportunity for virtual public participation will be prioritized. There will be discussion with technical stakeholders, as well as with MTC’s Policy Advisory Council. A statutorily-required 45-day public comment period will be established for written and oral public comments on the Draft EIR; responses to comments will be included in the Final EIR.
  - Additional opportunity for public input via public meetings of the Joint MTC Planning Committee with the ABAG Administrative Committee, the ABAG Executive Board and the Commission.

- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee; approval from the ABAG Executive Board and the Commission.
- **Significance:** The EIR identifies the environmental impacts of the proposed plan at a programmatic level, in accordance with CEQA requirements.
- **Timeframe:** Draft EIR release expected late spring 2025 with adoption of Final EIR slated for fall 2025.

## *Title VI and Environmental Justice Analysis*

MTC and ABAG will conduct an equity analysis to satisfy federal requirements with respect to the metropolitan planning process. The analysis will measure both the benefits and burdens associated with the investments in Plan Bay Area 2050+ to determine if systemically-excluded, limited English proficient and low-income communities share equitably in the benefits of the investments without bearing a disproportionate share of the burdens.

- **Opportunities for Input:**
  - Multiple virtual, asynchronous and/or in-person technical stakeholder engagement events (which could include webinars, workshops, office hours, etc.); discussion at MTC’s Policy Advisory Council. Detailed technical input will be sought at the Policy Advisory Council’s Equity and Access Subcommittee on an as needed basis.
  - Additional opportunity for public input via public meetings of the Policy Advisory Council, the Equity and Access Subcommittee and the Joint MTC Planning Committee with the ABAG Administrative Committee.
- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee
- **Significance:** Provides information on the effects of Plan Bay Area 2050+ on the region’s systemically-excluded, limited English proficient and low-income communities.
- **Timeframe:** Fall 2024–Fall 2025

## *Air Quality Conformity Analysis*

The air quality conformity analysis considers if the transportation projects in the financially-constrained Plan Bay Area 2050+, taken together, do not cause new air quality violations, worsen existing air quality or delay timely attainment of the federal air quality

standards pertaining to ozone, carbon monoxide and particulate matter (PM<sub>2.5</sub>). The analysis is done to meet federal planning requirements for MPOs in accordance with the latest U.S. Environmental Protection Agency transportation conformity regulations and the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757, Revised).

- **Opportunities for Input:**
  - Technical analysis will be discussed with the Regional Air Quality Conformity Task Force.
  - Additional opportunity for public input via public meetings of the MTC Planning Committee and the Commission.
- **Decision-Making Roles:** Direction from MTC's Planning Committee; approval from the Commission.
- **Significance:** The Air Quality Conformity Report will demonstrate whether the plan conforms with the latest U.S. Environmental Protection Agency transportation conformity regulations. Timeframe: Fall 2024–Fall 2025

### ***Draft and Final Plan***

Release of the Draft Plan will initiate another round of public meetings to gather comments on the draft in preparation for final plan adoption. MTC and ABAG will seek input on the Draft Plan through a variety of methods. Various supplemental reports will also provide more detail on specific subject areas covered in the plan.

As with Plan Bay Area 2050, staff anticipates a concurrent release of the Draft EIR and Draft Plan Bay Area 2050 documents for a 45-day public comment period. The Draft EIR analysis, together with input from the public on the Draft Plan, will inform the policy discussions and public dialogue leading to the Final Plan adoption by both ABAG and MTC, anticipated to occur in fall 2025.

- **Opportunities for Input:**
  - *Draft Plan Public Engagement (Spring 2025):* The Draft Plan Bay Area 2050+ will be the subject of public meetings, including at least three public hearings. The Draft Plan will be posted online for a 45-day public review and comment period. Engagement on the Draft Plan will be supplemented with robust digital promotion.
  - Additional opportunity for public input on the Draft and Final Plan via public meetings of the Policy Advisory Council, the Joint MTC Planning Committee with

- the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
- Multiple virtual, asynchronous and/or in-person technical stakeholder engagement events (which could include webinars, workshops, office hours, etc.); discussion at MTC’s Policy Advisory Council.
  - **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee; approval from the ABAG Executive Board and the Commission.
  - **Significance:** The plan document provides the public with a consolidated overview of the strategies and investments included in the long-range plan, including an overview of the plan’s anticipated outcomes and implementation commitments.
  - **Timeframe:** Draft Plan release expected late spring 2025 with adoption slated for fall 2025.

## III. Related Work

### A. Tracking Performance

MTC, in conjunction with its partners, has established an innovative monitoring initiative that tracks trends related to transportation, land and people, the economy, the environment and social equity. Measurements in these areas are our region’s [Vital Signs](#), helping us understand where we are succeeding and where we are falling short.

This data-driven Vital Signs website compiles dozens of indicators, including short-range performance targets that support national transportation goals, as mandated by federal planning requirements. Indicators are presented with interactive visualizations that allow users to explore historical trends, examine differences between cities and counties and even compare the Bay Area with other peer metropolitan areas. The Vital Signs website is available at [vitalsigns.mtc.ca.gov](https://vitalsigns.mtc.ca.gov).

### B. Countywide Transportation Plans

Bay Area counties are authorized by state law to develop Countywide Transportation Plans (CTPs) on a voluntary basis. These countywide plans are an integral part of Plan Bay Area.

As long-range planning and policy documents, they assess transportation needs and guide transportation priorities and funding decisions for that county over a 20- to 25-year horizon. These countywide plans inform the transportation projects and programs that are forwarded to MTC for consideration in the region's long-range plan. Adopted countywide transportation plans in the Bay Area can be found at the links shown below. MTC's guidelines for the development of countywide plans by the CTAs can be found here: [mtc.ca.gov/sites/default/files/documents/2023-02/Guidelines\\_for\\_Countywide\\_Transportations\\_Plans.pdf](https://mtc.ca.gov/sites/default/files/documents/2023-02/Guidelines_for_Countywide_Transportations_Plans.pdf).

- **Alameda County:** Alameda County Transportation Commission  
[alamedactc.org/planning/countywidetransportationplan](https://alamedactc.org/planning/countywidetransportationplan)
- **Contra Costa County:** Contra Costa Transportation Authority  
[ccta.net/planning/countywide-transportation-plan](https://ccta.net/planning/countywide-transportation-plan)
- **Marin County:** Transportation Authority of Marin  
No current plan
- **Napa County:** Napa Valley Transportation Authority  
[https://nvta.ca.gov/wp-content/uploads/2023/03/NVTA-NapaValleyTransportationPlan\\_r10\\_6-22-21-Reduced-with-Appendix.pdf](https://nvta.ca.gov/wp-content/uploads/2023/03/NVTA-NapaValleyTransportationPlan_r10_6-22-21-Reduced-with-Appendix.pdf)
- **San Francisco City & County:** San Francisco County Transportation Authority  
[sfcta.org/projects/san-francisco-transportation-plan](https://sfcta.org/projects/san-francisco-transportation-plan)
- **San Mateo County:** City/County Association of Governments of San Mateo County  
[ccag.ca.gov/programs/countywide-transportation-plan](https://ccag.ca.gov/programs/countywide-transportation-plan)
- **Santa Clara County:** Santa Clara Valley Transportation Authority  
(under development)  
[vta.org/projects/valley-transportation-plan-vtp-2050](https://vta.org/projects/valley-transportation-plan-vtp-2050)
- **Solano County:** Solano Transportation Authority  
[sta.ca.gov/documents\\_and\\_report/solano-comprehensive-transportation-plan-ctp](https://sta.ca.gov/documents_and_report/solano-comprehensive-transportation-plan-ctp)
- **Sonoma County:** Sonoma County Transportation Authority  
[scta.ca.gov/planning/comprehensive-transportation-plan](https://scta.ca.gov/planning/comprehensive-transportation-plan)

## IV. Public Engagement

In developing Plan Bay Area 2050+, MTC and ABAG strive to promote an open, transparent process that encourages the ongoing and active participation of local governments and a broad range of interest groups as well as the general public. Engagement efforts for Plan



Bay Area 2050+ will be guided by [MTC's Draft 2023 Public Participation Plan for the San Francisco Bay Area](#). Additionally, Plan Bay Area 2050+ will build on the robust engagement efforts of Plan Bay Area 2050, which used a variety of platforms to successfully communicate and engage with record numbers of Bay Area residents, partner agencies and organizations, even in the midst of a global pandemic and shelter-in-place orders.

## A. General Public

In addition to the public engagement activities planned for each key milestone (see Section II, B. Summary of Key Milestones above), the general public has several other avenues for ongoing participation in the development of Plan Bay Area 2050+.

### e-News

Sign up to receive regular updates on Plan Bay Area 2050+: [planbayarea.org/get-involved/mailling-list](https://planbayarea.org/get-involved/mailling-list). This regular e-newsletter, and occasional e-mail announcements provide the most current information on the process of developing Plan Bay Area 2050+, including announcements about upcoming participation opportunities; key milestones, decision points and meetings; process updates; and much more. This is the best way for the public, and all interested parties, to stay abreast of all Plan Bay Area 2050+ activities. Plan Bay Area also has a dedicated email address where members of the public can send all Plan Bay Area-related questions: [info@planbayarea.org](mailto:info@planbayarea.org).

### Policy Committees/Board Meetings

MTC and ABAG policy committee and board meetings<sup>1</sup> are public meetings that present another opportunity for the public to influence the plan's development. Plan Bay Area 2050+ updates are typically presented before the following decision-making bodies:

- MTC's [Planning Committee](#)
- [Joint MTC Planning Committee with the ABAG Administrative Committee](#)
- ABAG [Executive Board](#)
- [Metropolitan Transportation Commission](#)

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<sup>1</sup> All policy committees of the Commission and ABAG Board are described in MTC's [Draft 2023 Public Participation Plan](#).

Occasionally, Plan Bay Area updates may be presented at other policy committees, such as ABAG's General Assembly. To stay involved in individual policy committees, contact the MTC Public Information Office at [info@bayareametro.gov](mailto:info@bayareametro.gov) or (415) 778-6757 and ask to be added to the committee's mailing list. Calendars of meetings and events are available online (see "Meetings and Events Online Calendars" below) and also are posted at the entrance to MTC's and ABAG's offices at 375 Beale Street, San Francisco.

## **Advisory Bodies**

MTC's [Policy Advisory Council](#) meets on a regular basis and will play a key role in the development of Plan Bay Area 2050+, providing feedback on proposed strategy revisions and implementation priorities. The plan's development will be presented approximately quarterly to the Council for discussion and comment. Additional context on the Policy Advisory Council can be found in MTC's Public Participation Plan. These meetings are open to the public.

## **Public Events**

Updating Plan Bay Area always involves several rounds of public engagement during key milestones of the plan's development. These engagement rounds will typically include a slew of virtual and/or in-person activities that are tailored to best inform the development of the plan at any given point in the process. As appropriate, MTC and ABAG will seek partnerships with cities and counties, Caltrans and other public agencies to explain the relationship of the long-range regional plan to adopted local priorities for transportation and land use.

## **Plan Bay Area Website**

The Plan Bay Area website is another way for the public to stay informed on the progress of the plan or to participate in online surveys or comment forums. The website is available at [planbayarea.org](http://planbayarea.org).

## **Plan Bay Area Listening Line**

Members of the public also can participate in the Plan Bay Area 2050+ process via phone. MTC and ABAG have a listening line available where participants can record their comments to be entered into the official record. Participants can leave messages in English, Cantonese, Mandarin and Spanish by calling (415) 778-2292.

## Meetings and Events Online Calendars

- MTC website: [mtc.ca.gov/meetings-events](https://mtc.ca.gov/meetings-events)
- ABAG website: [abag.ca.gov/meetings](https://abag.ca.gov/meetings)
- Plan Bay Area website: [planbayarea.org/meetings-and-events](https://planbayarea.org/meetings-and-events)

## B. Local Governments and Partner Agencies

Working with local governments and partner agencies — from elected officials to city managers, planning and public works directors, transit operators and county transportation agencies — is critical to the development of Plan Bay Area 2050+. Local officials can provide valuable context and specifics about local priorities and explain how the regional plan supports these priorities. One avenue for discussion with local government staff is through robust virtual, asynchronous and/or in-person technical stakeholder engagement (which could include webinars, workshops, office hours, etc.). In addition, MTC and ABAG staff are available to meet with elected officials and local government staff in each county. Additionally, CTAs provide an existing forum that will also be used to discuss issues related to the plan.

## C. Additional Statutorily-Required Outreach

### Federal, State and Other Government Agencies

In addition to the local governments that will be involved with Plan Bay Area 2050+, MTC and ABAG will consult with officials responsible for other types of planning activities that are affected by long-range regional planning, such as state and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation; federal land management agencies; regional air quality planning authorities, etc. Consultation will be based on the agency's interests and needs. At a minimum, agencies will be informed about the process to develop the update and will be provided an opportunity to participate.

### Native American Tribal Governments

Consultation with the region's Native American Tribal governments also will occur. There are six federally recognized Native American tribes in the San Francisco Bay Area:

- Cloverdale Rancheria of Pomo Indians
- Dry Creek Rancheria Band of Pomo Indians
- The Federated Indians of Graton Rancheria
- Kashia Band of Pomo Indians of the Stewarts Point Rancheria
- Lower Lake Rancheria Koi Nation
- Lytton Rancheria Band of Pomo Indians

The groundwork for consultation with our region’s Tribal governments will occur early in the process of developing the plan. Engagement activities with the Tribes will be conducted according to Tribal preference. MTC and ABAG also will invite and encourage Tribal leaders and their representatives to request government-to-government consultation at any time during development the plan. Tribal Summits will continue in order to offer Tribes the ability to collaborate with MTC and ABAG and several of their partners as appropriate. MTC and ABAG will also conduct individual meetings at each Tribe’s convenience.

MTC and ABAG will provide written notification to all Tribes in the region, including federally recognized Tribes and all California Native American Tribes on the Native American Heritage Commission List with Tribal Cultural Resources in the Bay Area, about the opportunity for engagement in the Plan Bay Area 2050+ update process. Additionally, MTC and ABAG will be available for consultation at the Tribe’s request.

## **Presentations to Local Governments**

As required by SB 375, at least one informational meeting in each county will be held for members of the county board of supervisors and city councils to review and discuss the Draft Plan, and to consider their input and recommendations. Notice of the meeting shall be sent to each city clerk and to the clerk of the board of supervisors. One informational meeting will be conducted if attendance at the one meeting includes county board of supervisors and city council members representing a majority of the cities representing a majority of the population in the incorporated areas of that county.

# **V. Public Engagement Strategies**

Development of Plan Bay Area 2050+ will be a multi-year effort. Public participation strategies for each round of engagement will be presented in advance to the Joint MTC

Planning Committee with the ABAG Administrative Committee and posted on the Plan Bay Area website ([planbayarea.org](https://planbayarea.org)). Throughout each round of engagement, MTC and ABAG staff will be guided by MTC’s Draft 2023 Public Participation Plan for the San Francisco Bay Area and will use a variety of participation tools and techniques to meaningfully engage a wide range of partners and residents.

## **A. The New Engagement Normal**

In the first two Plan Bay Area processes, MTC and ABAG engaged in more traditional planning and outreach techniques. Plan Bay Area 2050 pushed the boundaries of engagement innovation and involved record numbers of residents and partners. Just as MTC and ABAG were experimenting further with virtual public engagement, the COVID-19 pandemic forced all manner of business to be conducted remotely, including public engagement. As people gained experience with new online platforms, expectations shifted and the demand for increased opportunities for virtual participation and “meeting people where they already are” became the norm.

In order to engage as many Bay Area residents as possible, MTC and ABAG will prioritize tools and techniques that allow the public to continue participating from the comfort of their homes and to reach people “where they are,” with a special focus on youth and Equity Priority Communities. Although MTC and ABAG are statutorily required to hold workshops, innovative strategies will be used whenever possible.

## **B. Integrating MTC and ABAG’s Equity Platform**

The success of the plan is dependent on all voices in the region being represented and involved. Guided by MTC and ABAG’s Equity Platform, Plan Bay Area 2050+’s engagement will invest resources to ensure systemically-excluded communities can meaningfully influence decision-making. MTC and ABAG’s Equity Platform is based on a commitment to meaningfully reverse disparities in access and dismantle systemic exclusion. As such, MTC and ABAG will take special effort to engage systemically-excluded and low-income residents who cannot easily participate in regional government planning efforts.

In order to seek out and consider the needs of those systemically excluded from the planning process, including people of color, communities with low incomes, persons with disabilities, unhoused/housing unstable persons and communities with limited English proficiency, MTC and ABAG will work closely with community-based organizations

(CBOs), particularly in Equity Priority Communities. As done in past plans, MTC will complete a request for proposals (RFP) process to contract with local CBOs that serve Equity Priority Communities.

## C. Engagement Activities

In addition to each round of engagement as outlined in Section II, B, public engagement efforts also will include:

### Advance Notice

- Develop details for the planning process and opportunities for public engagement in advance of each phase of Plan Bay Area 2050+ engagement and post these details on the Plan Bay Area website.
- Maintain an updated calendar of events on the Plan Bay Area website.
- Provide timely notice about upcoming meetings via e-newsletters and social media channels.
- Post agendas and meeting materials on the web as required by law.
- Use a contacts list database to keep participants notified throughout the multi-year process.
- Circulate a Draft Plan or Alternative Planning Strategy, if one is prepared, for public review at least 45 days before the adoption of the Final Plan Bay Area 2050+.
- Issue press releases to encourage news coverage.

### Virtual, Asynchronous and In-Person Events

- Provide opportunities for participation in each county on important issues surrounding Plan Bay Area 2050+. Pursuant to state statute, MTC and ABAG will hold a minimum of three workshops in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties, and one or more workshops in the less populous Marin, Napa, Solano and Sonoma counties.
- Promote a civil atmosphere at public meetings to ensure the opportunity for all participants to speak free of disruptions or personal attacks.
- Host public meetings, open houses or workshops at a variety of times (evenings, weekends, as well as weekdays). Host in-person events in convenient and accessible locations.

- Maximize use of webinars, virtual workshops and/or telephone town halls to encourage greater participation.
- Hold at least three public hearings on the Draft Plan or Alternative Planning Strategy, if one is prepared. Prioritize virtual public hearings to encourage broader and more participation. Hold at least one of the three public hearings at a policy committee meeting, as appropriate.

## Digital Engagement

- Maintain a comprehensive project website — [planbayarea.org](http://planbayarea.org) — so members of the public have a single place to go for current updates. The website enables the public, and all interested parties, to easily request to receive notices and information as required by state law.
- Use social media to reach, educate and engage residents.
- Maintain an archive of past workshop meeting materials on the Plan Bay Area website.
- Offer interactive activities to seek public feedback, such as web polls, surveys, games, etc.
- Provide timely, easy-to-understand information on a website that is mobile-ready and accessible, per the Americans with Disabilities Act.

## Media Outlets

- Issue press releases to media outlets, including ethnic, foreign-language and community media, to keep reporters apprised of progress and generate coverage on radio, television, newspapers and the Internet.
- Translate news releases about public meetings following guidance from [MTC's Plan for Special Language Services to Limited English Proficient \(LEP\) Populations](#).

## Outreach to Systemically-Excluded Groups

- Seek out and consider the needs of those systemically-excluded from the planning process, including people of color, persons with low income, unhoused/ housing unstable persons, communities with limited English proficiency and persons with disabilities.
- Partner with CBOs to reach these groups.
- Provide assistance to people with disabilities and language assistance to people with limited English proficiency. Such requests may be made in advance by

contacting the MTC Public Information Office at (415) 778-6757 or [info@bayareametro.gov](mailto:info@bayareametro.gov). Staff requests at least three working days' notice to provide reasonable accommodation.

- Ask partners to help spread the word about public comment opportunities.
- Leverage existing meetings/events in order to attract greater attendance and participation.
- Consider the needs of the Bay Area's growing senior population.

## Other Strategies

- Use paid digital promotion to raise awareness, educate the public and promote upcoming events.
- Engage in “pop-up” style intercept outreach at community events and popular local gathering places (e.g., farmers' markets, malls, festivals, etc.)
- Involve youth in helping to shape the draft Plan Bay Area 2050+ through partnerships with academic or nonprofit organizations.
- Use video to communicate complex concepts to the public; video could use humor or animation in order to make the subject matter more understandable or relatable.
- Conduct a statistically valid public opinion poll (also available in languages other than English).
- Use visualization techniques to communicate technical planning issues and strategies to the public, such as maps, videos, graphics, animation or computer simulations to depict strategies under consideration.
- Provide a summary of comments heard at public meetings via the Plan Bay Area website.
- Inform the public and decision-makers how the public's input influenced the process.

## VI. Public Participation Goals

People who make the time to participate in public processes should feel their participation is valued. MTC and ABAG commit to the following goals and performance benchmarks to measure the effectiveness of the public participation program:



1. **Promote transparency and inform participants:** MTC and ABAG should make every effort to make the complex planning process transparent by informing participants early and often of opportunities for participation and developing content and materials in plain easy-to-understand language.
2. **Encourage broad participation:** Rooted in the Equity Platform, MTC and ABAG should make every effort to increase participation opportunities for those communities most affected by past exclusionary policies. The process should include the greatest number of people possible from throughout the region and reflect the diverse Bay Area population, regardless of individuals' language, personal mobility or ability to attend or access a meeting.
3. **Influence decision-making:** Rooted in the Equity Platform, MTC and ABAG should make every effort to shift decision-making power to the people who are affected by policies by empowering participants with the information to influence the process most effectively. The input and feedback received from the public and partners should be analyzed and provided to decision-makers in a timely manner to inform their decisions. MTC and ABAG will inform the public and decision-makers on how the public's input influenced the process.
4. **Build knowledge:** MTC and ABAG should make every effort to inform a wide range of people about transportation and land-use issues in the Bay Area. Each step of the process should include an educational element to set context and promote increased understanding of the plan and relevant topics.

## Targeted Performance Measures

MTC and ABAG will track various performance measures in an effort to inform and improve future outreach. Data will be used to conduct an evaluation of Plan Bay Area public engagement at the conclusion of the planning process. The following performance metrics will be tracked:

### Promote Transparency and Inform Participants

- **Objective:** Inform participants early and often
- **Performance Metrics:**
  - Plan Bay Area mailing list sign-ups
  - E-mail analytics such as open rates, click-through rate, etc.
  - E-mail distribution list size

- Website analytics such as site visits, pageviews, etc.
- Digital engagement analytics such as impressions, post engagement, link-clicks
- Total number of e-mail announcements, web stories, news releases, etc.

- **Objective:** Develop user-friendly content written in plain language
- **Performance Metrics:**
  - Ratings collected via participant surveys
  - Public comments received

## Encourage Broad Participation

- **Objective:** Increase participation from those most affected by past exclusionary policies
- **Performance Metrics:**
  - Geographic distribution of events
  - Number of events held in Equity Priority Communities
  - Participant demographics collected via surveys
  - Public comments received
  - Number of listening line participants
  - Digital engagement analytics such as impressions, post engagement, link-clicks
  - CBO engagement reach (to be determine based on CBO-recommended metrics)
- **Objective:** Include the greatest number of people possible from throughout the region
- **Performance Metrics:**
  - Geographic distribution of events
  - Number of listening line participants
  - Mailing list participant location
  - Digital engagement analytics such as impressions, post engagement and/or link-clicks
- **Objective:** Participants reflect the diverse Bay Area population
- **Performance Metrics:**
  - Participant demographics collected via surveys
  - Number of public comments received from CBOs that serve Equity Priority Communities

- CBO engagement participation numbers
- Comment letter demographics

## Engage for Impact

- **Objective:** Shift decision-making power to the people who are affected by policies
- **Performance Metrics:**
  - Participant demographics collected via surveys
  - Total public comments received
  - Ratings collected via participant surveys
- **Objective:** Analyze and provide public feedback to decision-makers in a timely manner
- **Performance Metrics:**
  - Ability to provide information before key actions
- **Objective:** Inform the public and decision-makers how the public's input influenced the process
- **Performance Metrics:**
  - Ratings collected via participant surveys
  - Presentations to the Joint MTC Planning Committee with the ABAG Administrative Committee, the Commission and ABAG Executive Board

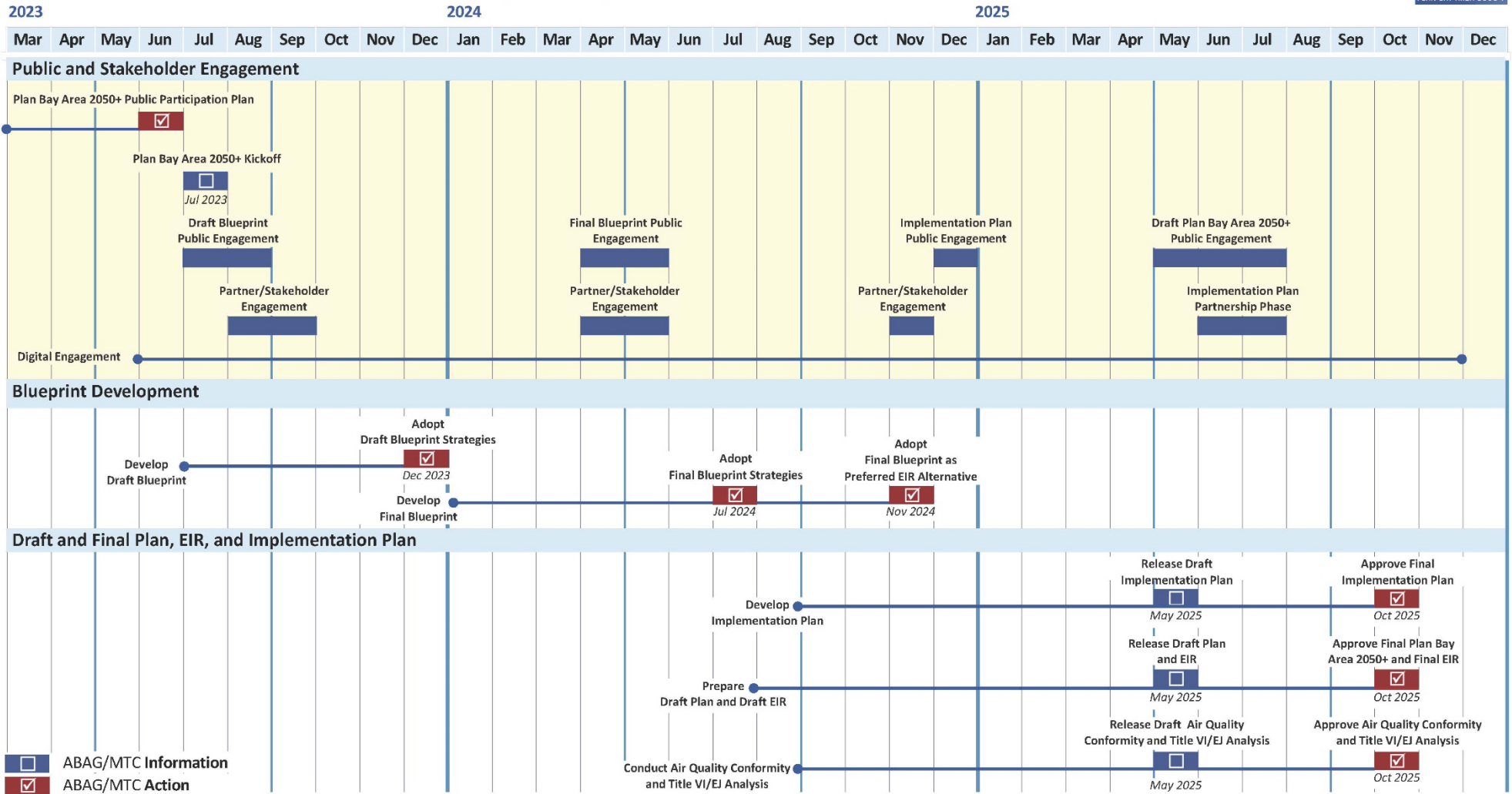
## Build Knowledge

- **Objective:** Inform a wide range of people about regional planning issues in the Bay Area, including transportation, housing, economic and environmental topic areas
- **Performance Metrics:**
  - Ratings from before and after participant surveys
  - Number of participants in educational efforts
- **Objective:** Each step of the process should include an educational element
- **Performance Metrics:**
  - Ratings collected via participant surveys
  - Number of participants in educational efforts

# Attachment 1.

## Plan Bay Area 2050+ Timeline

# Plan Bay Area 2050+: Key Milestones (DRAFT)



(Dates are tentative and subject to change.)

## Public Participation Plan CBO Engagement

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### Background:

MTC staff conducted a second round of public engagement as part of the 45-day public comment of the Draft 2023 MTC Public Participation Plan. Starting in early March 2023, MTC staff began planning discussion groups with leaders and staff from community-based organization who serve people with limited English proficiency, persons with disabilities and persons who are unhoused or housing instable. The purpose of these discussions were to test the proposed engagement methods included in the Draft PPP — especially those aimed at engaging historically underrepresented and hard-to-reach populations.

Between March 20–29, staff conducted the following discussion groups via Zoom:

1. Spanish-speaking discussion group: **March 20, 2021**
  - a. Participant organizations: Arriba Juntos, El Tímpano, La Luz and UpValley Family Centers
2. Mandarin/Cantonese-speaking discussion group: **March 20, 2023**
  - a. Participant organizations: Asian Pacific Environmental Network, Chinatown Community Development Center and Community Youth Center
3. Mandarin/Cantonese-speaking discussion group: **March 21, 2023**
  - a. Participant organization: Self Help for the Elderly
4. Persons with disabilities discussion group: **March 22, 2023**
  - a. Participant organizations: Center for Independent Living, Community Resources for Independent Living and Lighthouse for the Blind
5. Unhoused/Housing unstable discussion group: **March 23, 2023**
  - a. Participant organizations: Building Opportunities for Self Sufficiency, Hamilton Families and Lao Family Community Development
6. Unhoused/Housing unstable discussion group: **March 29, 2023**
  - a. Participant organization: Brilliant Corners

**Key Takeaways:**

The discussion groups yielded robust discussions that outlined a variety of engagement methods to improve engagement with the represented communities. The following is an overview of comments received.

1. **Create and maintain relationships with community-based organizations.** Discussion group participants encouraged MTC staff to create ongoing relationships with community-based organizations and educate the staff and community members they serve on MTC's policies, practices and programs. They stressed the importance of regular communication with CBOs in order to gain trust and establish credibility. In turn, MTC would gain regular access to hard-to-reach populations, aiding MTC in the development of key policies and plans. For ongoing communications, CBOs could play the role of intermediary between MTC and a community as the CBOs are a trusted information source. Participants also recommended providing financial incentives, both to community organizations and community members. Finally, participants recommended making information applicable to the daily life or interests of the communities. By doing so, community members are more likely to provide relevant input.
2. **Go to where the people are.** Discussion group participants unanimously recommended that MTC conduct engagement at existing locations where people gather, including regular meetings at a community organization's site, street fairs or other community gatherings, laundromats, libraries, etc. Tabling at these locations would enable staff to provide printed information to the public, including boards, flyers and handouts, and to engage in policy discussions with interested participants. At community meetings, MTC staff could present information and request input. Discussion group participants recommended that a presenter speak plainly and clearly, make the content relevant and speak in-language if required. For community members who are unhoused or housing unstable, regular events where participants could receive information about needed services were recommended as good places to provide information and receive input. Finally, MTC staff should make sure to vary engagement locations and advertise events to bolster participation.

3. **Use small groups or focus groups to receive input on complex topics.** This tactic is especially effective for those with limited English proficiency, seniors with limited technology proficiency and/or internet access and those who are unhoused or housing unstable. Discussion group participants mentioned that small groups could provide MTC staff with the opportunity to explain complex information in detail and then have time to allow the small number of participants to ask clarifying questions. In addition to verbal input, short surveys were mentioned as another good way to receive input.
4. **Offer incentives to drive better attendance.** Discussion group participants indicated that offering a meal or snack is a great way to encourage attendance at in-person events. Cash, gas or transportation (Clipper) cards are other incentives that would encourage attendance (it was noted that youth prefer bus passes or coffee gift cards). Other inexpensive giveaways, such as grocery bags or mugs, would increase attendance as well.
5. **Use online engagement to reach persons with disabilities, youth and those who are unhoused or housing unstable.** Workshops or meetings held via Zoom are effective ways to reach those who are internet savvy and have difficulty attending meetings in person. For the blind and low vision population, email is an effective communication tool and Zoom works well if the online meeting's interactive elements are screen reader accessible. Online PowerPoint presentations work well for most, although blind and low vision participants require a detailed description of slide content as information is being presented. Staff must ensure that all PowerPoint presentations are screen reader accessible. Overall, online engagement has been shown to be a game changer for public engagement, and the discussion group participants noted that it can work well for certain groups.
6. **Promote, promote, promote.** Discussion group participants stressed the importance of promoting MTC events or activities in advance to increase participation. Community organizations can assist with this promotion via their own groups, including to an organization's social media channels (e.g., WeChat) and/or SMS messaging platforms (e.g., Zingle), emails with translations to an organization's network and flyers or handouts with translations distributed at a community organization's location. Additional promotional channels include postings on MTC's social media sites, information



promoted on local television and radio as well as local language television, radio, newspaper, flyers posted on transit vehicles and at stations or at popular community locations.

7. **For email and regular mail correspondence, use catchy, relevant email subject lines or make envelopes stand out.** In order to have correspondence read by an intended recipient, discussion group participants recommended a catchy email subject line. If sending regular mail, participants recommended stamping the envelope of regular mail with “Action is Required” or something similar. Other advice included only sending relevant or relatable information, sending information on an intermittent basis to prevent oversaturation and providing a timeline for response, if response is needed. Having a personal connection to the sending entity was also mentioned.

## Summary of Revisions to the Draft 2023 MTC Public Participation Plan

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Below is a list of changes made to the Draft 2023 MTC Public Participation Plan based on public and partner input received during the 45 day public comment period that began February 24, 2023.

### Chapter 1 — Introduction

- Reorganized the introductory text for clarity

#### *Two Boards, One Staff*

- Clarified how MTC and ABAG conduct business and make decisions on joint work

#### *Public Participation Plan Purpose*

- Listed out the appendices for clarity

#### *Public Participation Opportunities*

- Added a reference to Chapter 3

#### *Who We Engage*

- Added the labor community to the list of partners MTC aims to meaningfully engage
- Corrected a reference to Chapter 5

### Chapter 2 — MTC's Commitment to Participation

#### *Engagement Strategies*

- Modified Strategy 3 to emphasize the use of clear communications and plain language

### Chapter 3 — How to Get Involved

- Re-titled chapter for clarity
- Reorganized chapter to emphasize opportunities for engagement and for clarity

#### *Public Meetings and Events*

- Added clarifying language to emphasize the need for advertising and promotion
- Added examples of public meetings and events
- Added clarification on partnerships with community-based organizations

#### *Multilingual Phone Lines*

- Added clarification on how to access translation support in any language via telephone.

*Policy Committees*

- Revised section to focus on MTC's policy committees
- Added a note to reflect the upcoming name and scope change for the Operations Committee
- Added information on the Joint MTC Planning Committee with the ABAG Administrative Committee
- Revised the Policy Advisory Council meeting day to reflect upcoming schedule changes

**Chapter 4 — Engagement Techniques**

*Traditional Methods*

- Added additional methods suggested by the public/partners

*Virtual Engagement*

- Added additional methods suggested by the public/partners

*Visualization Techniques*

- Added additional methods previously conducted by MTC staff

*Polls/Surveys*

- Added additional methods suggested by the public/partners

*Online and Printed Materials*

- Added clarification to methods

*Targeted Mailings/Flyers*

- Added additional methods suggested by the public/partners

*Promotion of Meetings and Events*

- Revised language to emphasize promotion of events and activities
- Added additional methods suggested by the public/partners

*Techniques for Reporting on Impact*

- Added clarifying language for reporting back to the general public
- Added additional techniques suggested by the public/partners

*New section: Techniques for Involving Historically Underserved Populations*

- Created a new section to improve document readability
- Included the unhoused community as an underserved population and added additional techniques suggested by the public/partners
- Created a new subsection to highlight techniques for involving persons with disabilities and added additional techniques suggested by the public/partners
- Added additional techniques suggested by the public/partners to the Communities with Low Incomes, Communities of Color and Unhoused Communities section
- Added more information on MTC's language assistance plan and the four-factor analysis (i.e., language needs assessment) to the Limited-English Proficient Populations subsection

**Chapter 5 — Who We Engage**

- Re-titled chapter for clarity
- Added additional communities/groups suggested by the public/partners
- Added a section on community-based organizations to highlight the importance of these partnerships

**Chapter 6 — Tribal Government Consultation and Engagement with Native American Tribes**

- Clarified AB 52 requirements

**Chapter 7 — Revising the Public Participation Plan**

- Added clarifying language to better explain major and minor PPP updates

**Additional PPP Changes**

- Added a list of acronyms
- Various grammatical corrections

**Appendix A**

- Added the Infrastructure Investment and Jobs Act to the list of federal requirements

**Appendix B**

- Corrected the name of Napa County's county transportation agency (Napa Valley Transportation Authority)

**Appendix C**

- Revised links to Countywide Transportation Plans
- Clarified the SB 375 "Presentations to Local Governments" requirements.
- Added the unhoused/housing unstable community as a key community to engage in the development of the plan



# 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:** [8d 23-0714 MTC Resolution 4053 Lifeline Transportation Cycle3.pdf](#)  
[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**

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**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.



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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 Coastsides 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

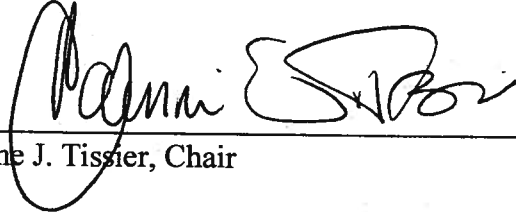
WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution 4033 to fund a Program of Projects for the Third Cycle Lifeline Transportation Program with State Transit Assistance (STA), Proposition 1B Transit, Job Access Reverse Commute (JARC), and Surface Transportation Program (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 <sup>1</sup>	JARC <sup>5</sup>	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 <sup>1</sup>	JARC <sup>5</sup>	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 <sup>1</sup>	JARC <sup>5</sup>	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				<b>400,000</b>	(2)
17	Richmond BART Station Eastside Access	BART	Development of eastside of Richmond BART station including raising Nevin Walkway,	1,500,000				<b>1,500,000</b>	
19	Concord BART Station Intermodal	BART	Upgrade to the Concord BART Station intermodal including additional lighting. This project	400,000				<b>400,000</b>	
20	<del>Bus shelters, Bus Pads, and Real Time Departure information</del>	<del>WestCAT</del>	<del>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.</del>	-				-	(2), (24)
21	<del>Bus shelters, Bus Pads, and Real Time Departure information</del>	<del>WestCAT</del>	<del>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.</del>	-				-	(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				<b>484,534</b>	(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				<b>160,000</b>	(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				<b>160,000</b>	(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				<b>327,019</b>	
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			<b>161,648</b>	(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		<b>857,357</b>	(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		<b>884,128</b>	(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		<b>149,500</b>	(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	<b>1,000,000</b>	



#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA <sup>1</sup>	JARC <sup>5</sup>	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 <sup>1</sup>	JARC <sup>5</sup>	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 <sup>1</sup>	JARC <sup>5</sup>	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 <sup>1</sup>	JARC <sup>5</sup>	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 <sup>1</sup>	JARC <sup>5</sup>	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 Coastsides of San Mateo County. The expanded service provides service to Montara, additional peak commute period service, Sunday service, and later evening hours 7 days a week.		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 Coastsides 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 <sup>1</sup>	JARC <sup>5</sup>	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 TargetN/A\*1,680,795694,796679,848  
Proposed Programming2,304,6971,680,795694,796679,8485,360,136  
Unprogrammed BalanceN/A\*- - - -

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA <sup>1</sup>	JARC <sup>5</sup>	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 <sup>1</sup>	JARC <sup>5</sup>	STP/CMAQ		
Solano County									
77	Local Bus Replacement	Fairfield and Suisun Transit	Replace six (6) local diesel buses with hybrid diesel electric fuel buses.	547,328			481,368	1,028,696	
78	Intercity Bus Replacement	SolTrans	Replace three (3) intercity diesel buses with hybrid diesel electric fuel buses.	1,000,000				1,000,000	
79	Sustaining Route 1	SolTrans	Route 1 serves a large low income population centered around downtown Vallejo and the north/south corridor along Sonoma Blvd. Route 1 includes Vallejo Middle and Senior High schools, three key shopping centers and Curtola Park and Ride. This funding would aid in retaining service.		500,000			500,000	(1)
80	Sustaining Route 85	SolTrans	Route 85 provides local service within the City of Vallejo on a low income corridor. This intercity route provides critical transportation between Vallejo and Fairfield to reach employment, medical services and Solano Community College. This funding will be aid in sustaining service.		250,000			250,000	(1)
81	Route 30 Saturday Service	Fairfield and Suisun Transit	Route 30 service on Saturday provide connection between Fairfield, Vacaville, Dixon, and the UCDavis. In Dixon's CBTP, lack of Saturday Service was one of the major transportation gaps.		120,000			120,000	(1)
82	Sustaining Span of Service	SolTrans	To meet ongoing budget pressures and to attain a sustainable service, service is proposed to start later in the morning and end earlier in the evening. This funding would aid in retaining the current span of service.		419,884			419,884	(1)
83	Safe Routes to School (SRTS) Infrastructure Improvements Project	City of Vacaville	Improve sidewalks and bicycle routes to Vacaville High School and Foxboro Elementary School, and improve access to the adjacent transit center located at Cernon Street and West Monte Vista Avenue.				40,000	40,000	(18)
County Bid Target				1,547,328	1,289,884	-	521,368		
Proposed Programming				1,547,328	1,289,884	-	521,368	3,358,580	
Unprogrammed Balance				-	-	-	-	-	



#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA <sup>1</sup>	JARC <sup>5</sup>	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 <sup>1</sup>	JARC <sup>5</sup>	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)

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\* 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.

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(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)**

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- (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 Assitance (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:** [8e 23-0764 MTC Resolutions 4169 4263 4513 BATA Projects Savings AB664 Funds.pdf](#)  
[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.**

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**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



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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.
<b>Total FY2014-15 Programming:</b>		<b>34,118,343</b>	

### FY2015-16 Program of Projects

Operator	Project	Amount	Conditions
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>	
<b>Total FY2015-16 Programming:</b>		<b>24,922,916</b>	

### FY2016-17 Program of Projects

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

### FY2017-18 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects	Purchase 40-ft Urban Buses		
<i>Total AC Transit Programming</i>		<i>16,560,759</i>	
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>	
<b>Total FY2017-18 Programming:</b>		<b>96,199,328</b>	

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>	
<b>Total FY2018-19 Programming:</b>		<b>29,773,292</b>	

### 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>	
<b>Total FY2019-20 Programming:</b>		<b>3,116,732</b>	

### 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>	
<b>Total FY2020-21 Programming:</b>		<b>10,904,715</b>	

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>	
<b>Total FY2021-22 Programming:</b>		<b>32,748,513</b>	



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
<b>Total Allocations:</b>			<b>250,000,000</b>		

**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 <sup>1</sup>	Capital projects programmed in MTC Resolution No. 4262	\$3,717,116		3/22/2017
17-4263-03/5850	SFMTA <sup>2</sup>	Capital projects programmed in MTC Resolution No. 4262		\$5,578,864	3/22/2017
17-4263-04/5850	WETA <sup>3</sup>	Capital projects programmed in MTC Resolution No. 4262	\$1,880,042		3/22/2017
17-4263-05/5850	AC Transit <sup>4</sup>	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
					<b>Grand Total</b>
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 <sup>1</sup>	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 <sup>2</sup>	Capital projects programmed in MTC Resolution No. 4262		2,585,902	12/20/2017
18-4263-04/5850	SamTrans <sup>3</sup>	Capital projects programmed in MTC Resolution No. 4262		151,750	12/20/2017
18-4263-05/5850	WestCAT <sup>4</sup>	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 <sup>5</sup>	Capital projects programmed in MTC Resolution No. 4262		40,771,236	6/27/2018
					<b>Grand Total</b>
Total Allocations			\$ 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**

<b>PO/Acct. Code</b>	<b>Project Sponsor</b>	<b>Project</b>	<b>East Bay Allocation</b>	<b>West Bay Allocation</b>	<b>Approval Date</b>
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
					<b>Grand Total</b>
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
					<b>Grand Total</b>
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 stroke.

---

Alfredo Pedroza, Chair

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

Attachment A  
Resolution No. 4513  
Page 1 of 2

**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
<b>Sponsor</b>	<b>Eligible Capital Projects</b>	<b>Fund Source</b>		
<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	-
	<b>Total Amount Programmed to AC Transit</b>		<b>11,719,686</b>	<b>-</b>
Caltrain	Systemwide Track Rehabilitation	§ 5337 FG		
Caltrain	Comm. System/Signal Rehab.	§ 5337 FG		
Caltrain	TVM Project	§ 5337 FG		
	<b>Total Amount Programmed to Caltrain</b>			<b>229,444</b>
CCCTA	Replace 40ft Diesel Buses - Diesel	§ 5307/5339		
CCCTA	Electric Bus Charging Infrastructure	§ 5307/5339		
	<b>Total Amount Programmed to CCCTA</b>		<b>549,471</b>	
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		
	<b>Total Amount Programmed to SamTrans</b>			<b>470,556</b>
SolTrans	Preventive Maintenance	§ 5307/5339		
SolTrans	Bus Replacement Alternative Fuel	§ 5307/5339		
	<b>Total Amount Programmed to SolTrans</b>		<b>103,039</b>	
Union City	Bus Purchases	§ 5307/5339		
Union City	Electric Vehicle Charging Infrastructure	§ 5307/5339		
	<b>Total Amount Programmed to Union City</b>		<b>30,805</b>	
WestCAT	Revenue Vehicle Replacement	§ 5307/5339		
WestCAT	Preventive Maintenance	§ 5307/5339		
	<b>Total Amount Programmed to WestCAT</b>		<b>52,679</b>	
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		
	<b>Total Amount Programmed to WETA</b>		<b>864,006</b>	
	Fund Balance		-	-

Attachment A  
Resolution No. 4513  
Page 2 of 2

## 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		
Current Year Programming				
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 <sup>1</sup>	\$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
					<b>Grand Total</b>
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:** [8f 23-0757 MTC Resolution 4523 TDA Allocation SolTrans.pdf](#)  
[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**

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**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



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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 be 'AP' followed by a long horizontal stroke.

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Alfredo Pedroza, Chair

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

Date: June 22, 2022  
Referred by: PAC  
Revised: 07/27/22-C 09/28/22-C  
10/26/22-C 11/16/22-C  
12/21/22-C 03/22/23-C  
04/26/23-C 05/24/23-C  
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
<b>5801 - PUC 99233.7, 99275 Community Transit Service - Operations</b>						
VTA	Paratransit Operations	6,880,509	01	06/22/22	Santa Clara County	
AC Transit	Paratransit Operations	5,109,152	02	06/22/22	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	
	<b>Subtotal</b>	<b>23,093,797</b>				
<b>5802 - PUC 99260A Transit - Operations</b>						
VTA	Transit Operations	130,729,623	03	06/22/22	VTA	
NVTA	Transit Operations	5,075,466	04	06/22/22	NVTA	
AC Transit	Transit Operations	67,976,124	05	06/22/22	AC Transit - Alameda D1	
AC Transit	Transit Operations	18,280,448	06	06/22/22	AC Transit - Alameda D2	
AC Transit	Transit Operations	10,774,214	07	06/22/22	AC Transit - Contra Costa D1	
LAVTA	Transit Operations	10,610,799	08	06/22/22	LAVTA	
Sonoma County	Transit Operations	5,905,289	14	07/27/22	Sonoma County	
CCCTA	Transit Operations	19,694,537	15	07/27/22	CCCTA	
ECCTA	Transit Operations	16,147,136	20	09/28/22	ECCTA	
GGBHTD	Transit Operations	8,867,685	21	09/28/22	GGBHTD - Marin	
SamTrans	Transit Operations	53,028,002	22	09/28/22	SamTrans	
Marin Transit	Transit Operations	11,411,858	23	09/28/22	Marin Transit	
GGBHTD	Transit Operations	8,356,950	24	09/28/22	GGBHTD - Sonoma	
SolTrans	Transit Operations	5,175,600	25	09/28/22	Vallejo/Benicia	
WestCAT	Transit Operations	3,097,852	28	10/26/22	WCCTA	
WestCAT	Transit Operations	1,246,913	29	10/26/22	WCCTA	
Santa Rosa	Transit Operations	4,692,700	30	10/26/22	Santa Rosa	
Vacaville	Transit Operations	2,027,370	31	10/26/22	Vacaville	
SolTrans	Transit Operations	1,072,759	25	11/16/22	Vallejo/Benicia	
Fairfield	Transit Operations	3,420,336	33	11/16/22	Fairfield	



SFMTA	Transit Operations	42,265,150	34	11/16/22	SFMTA
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
<b>Subtotal</b>		<b>571,907,666</b>			

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
<b>Subtotal</b>		<b>3,362,200</b>			

**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)

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**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:** [8g 22-1769 MTC Resolution 4545 TIP Amendment 2023-13.pdf](#)  
[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**

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**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



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Andrew B. Fremier

# TIP Revision Summary 2023-13

## Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
<b>System: Local Road</b>					
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%
<b>System: Region</b>					
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	~%
<b>System: State Highway</b>					
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%
<b>System: Transit</b>					
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	~%
<b>Total Funding Change:</b>				\$193,306,700	



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

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<sub>2.5</sub>) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM<sub>2.5</sub> SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

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Alfredo Pedroza, Chair

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

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

Attachment A  
Resolution No. 4545  
Page 1 of 1

## **2023 Transportation Improvement Program**

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

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



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

Attachment B  
Resolution No. 4545  
Page 1 of 6

## **Revisions to the 2023 Transportation Improvement Program**

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

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

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

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$346 million in SHOPP funds, \$112.5 million in HBP funds, \$1.6 million in Proposition 1B funds, \$7 million in ATP funds, \$3 million in RIP-COVID21 funds, \$9 million in Road Repair and Accountability Act (SB1) funds, \$27,100 in repurposed earmark funds, \$460,000 in Community Project Funding/Congressionally Directed Spending (CPFCDs), \$17 million in NHPP funds, \$8.5 million in FTA-COVID relief funds and

**Attachment B**  
**MTC Resolution No. 4545**  
**Page 2 of 6**

\$22 million in FTA discretionary funding. MTC's 2023 TIP, as revised with Revision No. 2023-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

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

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

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

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

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

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

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

**Attachment B**  
**MTC Resolution No. 4545**  
**Page 3 of 6**

- 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.

**Attachment B**  
**MTC Resolution No. 4545**  
**Page 4 of 6**

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;

**Attachment B**  
**MTC Resolution No. 4545**  
**Page 5 of 6**

- 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

**Attachment B**  
**MTC Resolution No. 4545**  
**Page 6 of 6**

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:** [8h 23-0579 MTC Resolution 4569 RM2 Operating and Marketing Assistance Program.pdf](#)  
[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**

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**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



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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

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on 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
3	Express Bus North	SolTrans/FAST	Express Bus	\$	2,149,916
		ECCTA	Express Bus	\$	427,779
		Golden Gate Transit	Express Bus	\$	238,572
		WestCAT	Express Bus	\$	200,519
		Total			\$
4	Express Bus South	AC Transit	Express Bus	\$	4,371,096
		CCCTA	Express Bus	\$	117,042
		WestCAT	Express Bus	\$	740,514
		LAVTA	Express Bus	\$	467,748
		Total			\$
5	Dumbarton Bus	AC Transit	Express Bus	\$	3,007,085
6	Ferry Service	WETA	Ferry Services	\$	12,416,754
7	Owl Service	AC Transit	OWL Service	\$	1,214,095
		MUNI	OWL Service	\$	150,695
		SamTrans	OWL Service	\$	245,834
		Total			\$
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)

<b>File #:</b>	23-0755	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Consent	
<b>File created:</b>	5/4/2023	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	6/14/2023	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution No. 4568. Adoption of the \$10.8 million FY2023-24 Regional State Transit Assistance (STA) Program				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">8i_23-0755_MTC_Resolution_4568_Regional_STA_Program.pdf</a> <a href="#">2g_23-0755_MTC_Resolution_4568_Regional_STA_Program.pdf</a>				

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**

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**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



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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

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations on June 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 <sup>1</sup>	\$ 27,254,284
Carryover Balance <sup>2</sup>	\$ 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 <sup>3</sup>	MTC	\$ -	\$ 7,700,000	\$ 7,700,000
Clipper	GGBHTD	\$ -	\$ 10,000	\$ 10,000
Transit Transformation Action Plan and Regional Network Management <sup>4</sup>	MTC	\$ 2,020,000	\$ 1,500,000	\$ 3,520,000
Transit Funding Staff Support <sup>5</sup>	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
<b>Total</b>		<b>\$ 2,310,000</b>	<b>\$ 10,844,914</b>	<b>\$ 13,154,914</b>

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

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### **STA Regional Coordination Program for FY2023-24: Project Descriptions**

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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)

<b>File #:</b>	23-0756	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Consent	
<b>File created:</b>	5/4/2023	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	6/14/2023	<b>Final action:</b>			
<b>Title:</b>	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				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">8j_23-0756_MTC_Resolution_4575_County_Controllers_TDA_Allocation.pdf</a> <a href="#">2h_23-0756_MTC_Resolution_4575_County_Controllers_TDA_Allocation.pdf</a>				

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**

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**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



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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

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Alfredo Pedroza, Chair

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	23-0736	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Consent	
<b>File created:</b>	5/3/2023	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	6/14/2023	<b>Final action:</b>			
<b>Title:</b>	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:** [8k 23-0736 MTC Resolutions 4202 4505 4540 OBAG2 and 3 Carbon Reduction Program.pdf](#)  
[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 - 23-0736

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

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**Subject:**

Various revisions to the One Bay Area Grant programs (OBAG 2 and 3) and Carbon Reduction Program (CRP), including 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



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Andrew B. Fremier

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

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 3

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

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 4

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.

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 5

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

## ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

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

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

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

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

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

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

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

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

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

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MTC Resolution No. 4202, Revised

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

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

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

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

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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MTC Resolution No. 4202, Revised

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

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

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



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Dave Cortese, Chair

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

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

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

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<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$652,511,187</b>	<b>\$131,433,260</b>
BART AB2923 Implementation	BART	\$1,000,000	
Community-Based Transportation Plan (CBTP) Updates	MTC		
ACTC: CMA Planning (for Community-Based Transportation Plans)	MTC	\$300,000	
CCTA: Community-Based Transportation Plans	MTC	\$215,000	
TAM: Community-Based Transportation Plans	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	MTC	\$120,000	
VTA: Community-Based Transportation Plans	MTC	\$300,000	
STA: Community-Based Transportation Plans	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	MTC	\$110,000	
CBTP Program Evaluation	MTC	\$35,000	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>		<b>\$20,000,000</b>	
<b>4. CLIMATE INITIATIVES</b>			
Climate Initiatives			
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD	\$10,000,000	
Parking Management Program			
Parking Management - <b>Balance (Revised)</b>	<b>TBD</b>	<b>\$3,054,406</b>	
<b>BART Variable Parking Pricing Project (Added)</b>	<b>BART</b>	<b>\$1,147,000</b>	
<b>Demand-Based Parking Pricing/Curb Mgmt in Business Districts/Ferry Terminals (Added)</b>	<b>Alameda</b>	<b>\$742,000</b>	
<b>OakPark+ (Added)</b>	<b>Oakland</b>	<b>\$1,500,000</b>	
<b>Parking Meter Program Update (Added)</b>	<b>Martinez</b>	<b>\$875,000</b>	
<b>Pay or Permit Parking Program Expansion (Added)</b>	<b>SFMTA</b>	<b>\$1,494,000</b>	
<b>Port of San Francisco-SFMTA Parking Management Pilot (Added)</b>	<b>Port of SF</b>	<b>\$200,000</b>	
Mobility Hubs Pilot Program			
Mobility Hubs Technical Assistance	MTC	\$150,000	
BART: MacArthur BART Station	BART	\$539,084	
San Ramon: Bishop Ranch Business Park	San Ramon	\$387,600	
Burlingame: Caltrain Station - Burlingame Square Transit Hub	Burlingame	\$739,000	
Millbrae: BART and Caltrain Station - Millbrae Transit Center	Millbrae	\$345,150	
Mountain View: Caltrain Station - Mountain View Transit Center	Mountain View	\$200,000	
Vallejo: Vallejo Ferry Terminal	Vallejo	\$200,000	
Mobility Hubs Unprogrammed Balance	TBD	\$101,760	
Targeted Transportation Alternatives	MTC	\$325,000	
Spare the Air Youth Program - 2	MTC	\$1,417,000	
<b>4. CLIMATE INITIATIVES</b>		<b>\$23,417,000</b>	
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>			
Active Operational Management			
AOM Implementation	MTC	\$23,737,000	
Bay Area 511 Traveler Information			
511 Next Gen	MTC	\$26,148,000	
511 Implementation	MTC	\$7,450,000	
Rideshare			
Rideshare Implementation	MTC	\$720,000	
Carpool Program	MTC	\$7,280,000	
Vanpool Program	MTC	\$2,000,000	
Commuter Benefits Implementation	MTC	\$674,000	
Commuter Benefits Program	MTC	\$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)	MTC/NVTA		\$1,100,000
Bay Bridge Forward 2018			
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	AC Transit	\$800,000	
Eastbay Commuter Parking	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat	\$2,000,000	
Bay Bridge Forward 2020			
Preliminary Engineering	MTC	\$12,000,000	
Dumbarton Forward			
SR 84 (US 101 to I-880) Dumbarton Forward	MTC	\$4,375,000	
Richmond-San Rafael Bridge Forward			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		\$500,000



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<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$652,511,187</b>	<b>\$131,433,260</b>
Richmond-San Rafael Bridge Forward (Fund Exchange)	MTC		\$1,160,000
<b>Freeway Performance Program</b>			
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	
<b>Innovative Deployments for Enhanced Arterials (IDEA)</b>			
IDEA Technical Assistance	MTC	\$1,532,000	
<b>IDEA Category 1</b>			
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	
<b>IDEA Category 2</b>			
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	
<b>Connected Vehicles/Automated Vehicles (CAV)</b>			
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	
<b>Connected Bay Area</b>			
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	
<b>Incident Management</b>			
Incident Management Implementation	MTC	\$4,160,000	
I-880 ICM Northern	MTC	\$6,200,000	
I-880 ICM Central	MTC/San Leandro	\$2,640,000	
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>		<b>\$172,620,000</b>	<b>\$4,000,000</b>
<b>6. TRANSIT PRIORITIES</b>			
BART Car Replacement/Expansion	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	\$9,760,668	\$30,239,332
Clipper	MTC	\$34,200,000	
<b>Transit Performance Initiative</b>			
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	



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<b>OBAG 2 REGIONAL PROGRAMS</b>			
Muni Forward Five-Minute Network Corridor Planning Program	SFMTA	\$3,038,000	
Third Street Dynamic Traffic Signal Optimization	SFMTA	\$2,000,000	
El Camino Real Mid-County Transit and Multimodal Corridor Plan	SMCTA	\$407,000	
Monterey Road Transit Lane	VTA	\$575,000	
<b>6. TRANSIT PRIORITIES</b>		<b>\$159,043,668</b>	<b>\$30,239,332</b>
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>			
<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	
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>		<b>\$9,976,000</b>	<b>\$6,949,000</b>
<b>8. BAY AREA HOUSING INITIATIVES</b>			
Bay Area Preservation Pilot (BAPP)	MTC		\$10,000,000
Housing Incentive Pool	TBD	\$25,000,000	
<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	
<b>8. BAY AREA HOUSING INITIATIVES</b>		<b>\$30,000,000</b>	<b>\$10,000,000</b>
<b>9. SAFE &amp; SEAMLESS MOBILITY QUICK-STRIKE</b>			
County & Local			
Alameda			
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	

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BART Fare Collection Equipment (for Oakland East Bay Greenway Segment II)	BART/Oakland		\$1,000,000
Fremont Boulevard/Walnut Avenue Protected Intersection	Fremont	\$1,271,000	
Fremont Boulevard/Grimmer Boulevard Protected Intersection	Fremont	\$1,415,000	
LAVTA Passenger Facilities Enhancements	LAVTA		\$2,000,000
Oakland 14th Street Complete Streets	Oakland		\$1,000,000
<b>Contra Costa</b>			
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	BART		\$1,510,000
East Downtown Concord PDA Access & Safe Routes to Transit	Concord	\$2,164,000	
Richmond 13th Street Complete Streets	Richmond		\$2,821,000
<b>Marin</b>			
CTA planning & programming	TAM	\$141,000	
Marin County Bus Stop Improvements	Marin Transit	\$1,200,000	
SMART Pathway - San Rafael McInnis Pkwy to Smith Ranch Road	SMART	\$1,858,000	
<b>Napa</b>			
CTA planning & programming	NVTA	\$162,000	
Napa Valley Safe Routes to School	NVTA	\$100,000	
Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts	MTC	\$1,000,000	
<b>San Francisco</b>			
CTA planning & programming	SFCTA	\$180,000	
Downtown San Francisco Congestion Pricing Study	SFCTA	\$200,000	
Embarcadero Station Platform Elevator Capacity & Redundancy	BART	\$3,144,302	
San Francisco Folsom Streetscape	SFMTA		\$5,000,000
Safe Routes to School Non-Infrastructure Program	SFMTA	\$2,100,000	
<b>San Mateo</b>			
CTA planning & programming	C/CAG	\$183,000	
Planning and Programming of safe and seamless mobility	C/CAG	\$200,000	
Burlingame City-Wide Pedestrian Safe Routes and Mobility Imps	Burlingame	\$200,000	
San Bruno Transit Corridor Pedestrian Connection Phase 4	San Bruno	\$385,000	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo County	\$1,419,000	
El Camino Real Grand Boulevard Initiative Phase III	South San Francisco	\$2,120,000	
East of 101 Transit Expansion Project	South San Francisco	\$49,924	\$430,076
<b>Santa Clara</b>			
CTA planning & programming	VTA	\$419,000	
Evaluating on-demand shuttle strategies for improved transit access	VTA	\$200,000	
VTA Electronic Locker Upgrade and Replacement	VTA	\$1,987,000	
Mountain View Stierlin Road Bicycle and Pedestrian Improvements	Mountain View	\$2,521,000	\$1,486,000
San Jose Julian Street & McKee Road Vision Zero Complete Streets	San Jose		\$705,000
San Jose Bascom Avenue Protected Bike Lanes & Complete Street	San Jose		\$690,000
En Movimiento Quick Build Network for East San Jose	San Jose		\$1,325,000
San Jose - Downtown Bikeways	San Jose		\$4,025,000
Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR	Saratoga	\$1,800,000	
Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements	Sunnyvale		\$1,900,000
<b>Solano</b>			
CTA planning & programming	STA	\$110,000	
STA Mobility Planning	STA	\$200,000	
Solano Safe Routes to School Non-Infrastructure Program	STA	\$600,000	
Fairfield/Vacaville Hannigan Station Capacity Improvements	Fairfield	\$1,900,000	
Vallejo Springs Rd Pavement Preservation	Vallejo	\$1,800,000	
<b>Sonoma</b>			
CTA planning & programming	SCTA	\$135,000	
Countywide Active Transportation Plan	SCTA	\$200,000	
Cotati Downtown- Civic Center Connectivity and Safety Improvements	Cotati	\$242,000	\$1,008,000
Healdsburg Bike Share	Healdsburg	\$250,000	
Rohnert Park Pedestrian and Bicycle Safety Improvements	Rohnert Park	\$522,000	
Santa Rosa Transit Mall Roadbed Rehabilitation	Santa Rosa		\$868,000
Sebastopol SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancements	Sebastopol	\$476,000	
SMART Pathway - Petaluma Payran to Lakeville	SMART	\$806,000	
<b>Regional &amp; Corridor</b>			

**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  
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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  
05/27/20-C 07/22/20-C 11/20/20-C 01/27/21-C 02/24/21-C 04/28/21-C 05/26/21-C  
06/23/21-C 07/28/21-C 09/22/21-C 01/26/22-C 03/23/22-C 04/27/22-C 06/22/22-C  
09/28/22-C 10/26/22-C 03/22/23-C 04/26/23-C 05/24/23-C 06/28/23-C

**OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$652,511,187</b>	<b>\$131,433,260</b>
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	
<b>9. SAFE &amp; SEAMLESS MOBILITY QUICK-STRIKE</b>		<b>\$54,466,764</b>	<b>\$34,593,076</b>
<b>10. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>			
AC Transit Bus Purchase (for Solano I-80 Express Lanes)	AC Transit	\$4,667,000	
SR 84 Ardenwood Intermodal Bus Facility PA&ED (Fund Exchange)	CCJPA	\$100,000	
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC	\$4,000,000	
GGB Suicide Deterrent System	GGBHTD	\$7,910,000	
Pavement Rehab (for Downtown Novato SMART Station)	Novato	\$617,000	
Old Redwood Highway Multi-Use Pathway	Larkspur	\$1,120,000	
Grand Ave Bridge	San Rafael	\$763,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael	\$1,000,000	
US 101 Marin-Sonoma Narrows	TAM	\$2,000,000	
US 101 Marin-Sonoma Narrows (MSN) B7 (Loan for RM3)	TAM	\$61,708,245	\$13,942,852
Diridon Station Planning & Studies	MTC	\$1,000,000	
VTA: Highway 17 Bicycle/Pedestrian Trail and Wildlife Overcrossing (Fund Exch.)	VTA	\$249,000	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo County	\$184,000	
I-80 Express Lanes in Solano County (Loan for RM3)	STA	\$63,464,510	\$3,255,000
I-80 Express Lanes in Solano County (Toll System)	BAIFA		\$28,454,000
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	\$15,400,000	
<b>10. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>		<b>\$164,182,755</b>	<b>\$45,651,852</b>
<b>OBAG 2 REGIONAL PROGRAMS</b>	<b>TOTAL:</b>	<b>\$652,511,187</b>	<b>\$131,433,260</b>

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**Attachment B-2**

MTC Res. No. 4202 Attachment B-2

**MTC Resolution No. 4202**

Adopted: 11/18/15-C

**OBAG 2 County Programs****FY 2017-18 through FY 2021-22****June 2023**

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



**Attachment B-2**

MTC Res. No. 4202 Attachment B-2

**MTC Resolution No. 4202**

Adopted: 11/18/15-C

**OBAG 2 County Programs****FY 2017-18 through FY 2021-22****June 2023**

Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C  
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**OBAG 2 County Programs Project List**

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

**Attachment B-2**

MTC Res. No. 4202 Attachment B-2

**MTC Resolution No. 4202**

Adopted: 11/18/15-C

**OBAG 2 County Programs****FY 2017-18 through FY 2021-22****June 2023**

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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 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
<b>OBAG 2 COUNTY PROGRAMS</b>		<b>\$385,512,000</b>
<b>SAN FRANCISCO COUNTY</b>		
CMA Planning Activities		
Planning Activities Base	SFCTA	\$3,997,000
Planning Activities - Supplemental	SFCTA	\$1,900,000
Federal Aid Secondary (FAS)		
County of San Francisco is entirely urban and therefore does not receive FAS funding		
Safe Routes To School (SRTS)		
SFMTA: San Francisco SRTS Non-Infrastructure Program	SFMTA	\$1,797,000
County Program		
BART: Embarcadero Station New Northside Platform Elevator and Faregates	BART	\$2,000,000
Caltrain: Peninsula Corridor Electrification	Caltrain	\$11,188,000
SFMTA: Geary Bus Rapid Transit Phase 1	SFMTA	\$6,939,000
SFMTA: San Francisco SRTS Non-Infrastructure Program - Supplemental	SFMTA	\$1,016,000
SFMTA: Central Subway	SFMTA	\$15,980,000
SFDPW: Better Market Street	SFDPW	\$3,366,000
<b>SAN FRANCISCO COUNTY</b>	<b>TOTAL:</b>	<b>\$48,183,000</b>
<b>SAN MATEO COUNTY</b>		
CMA Planning Activities		
Planning Activities Base	C/CAG	\$3,822,000
Planning Activities - Supplemental	C/CAG	\$1,512,000
Federal Aid Secondary (FAS)		
County of San Mateo receives FAS funding directly from Caltrans		
Safe Routes To School (SRTS)		
C/CAG: San Mateo SRTS Non-Infrastructure Program	CCAG/COE	\$2,394,000
County Program		
Atherton: James Ave Rehabilitation	Atherton	\$251,000
Belmont: Various Streets Pavement Rehabilitation	Belmont	\$467,000
Belmont: Ralston Ave Corridor Bike/Ped Improvements	Belmont	\$1,000,000
Brisbane: Crocker Trail Commuter Connectivity Upgrades	Brisbane	\$885,000
Brisbane: Tunnel Ave Rehabilitation	Brisbane	\$137,000
Burlingame: Various Streets Resurfacing	Burlingame	\$571,000
Burlingame: Broadway PDA Lighting Improvements	Burlingame	\$720,000
Burlingame: Hoover School Area Sidewalk Improvements	Burlingame	\$700,000
C/CAG: San Mateo SRTS Non-Infrastructure Program - Supplemental	CCAG/COE	\$223,000
Colma: Mission Rd Bike/Ped Improvements	Colma	\$625,000
Daly City: Various Streets Pavement Resurfacing and Slurry Seal	Daly City	\$1,310,000
Daly City: Southgate Ave and School Street Safety Imps.	Daly City	\$450,000
East Palo Alto: Various Streets Resurfacing	East Palo Alto	\$416,000
Foster City: Various Streets Pavement Rehabilitation	Foster City	\$441,000
Half Moon Bay: Poplar Street Complete Streets	Half Moon Bay	\$1,202,000
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

**Attachment B-2**

MTC Res. No. 4202 Attachment B-2

**MTC Resolution No. 4202**

Adopted: 11/18/15-C

**OBAG 2 County Programs**

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

**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
<b>OBAG 2 COUNTY PROGRAMS</b>		<b>\$385,512,000</b>
San Mateo: Various Streets Pavement Rehabilitation	San Mateo	\$1,593,000
San Mateo: Laurie Meadows Ped/Bike Safety Improvements	San Mateo	\$987,000
San Mateo County: Canada Rd and Edgewood Rd Resurfacing	San Mateo County	\$892,000
San Mateo County: Countywide Pavement Maintenance	San Mateo County	\$1,072,000
South San Francisco: Various Streets Pavement Rehabilitation	South San Francisco	\$1,027,000
South San Francisco: Grand Boulevard Initiative Complete Street Imps	South San Francisco	\$1,000,000
Woodside: Various Streets Pavement Rehabilitation	Woodside	\$242,000
Woodside: Woodside Pathway Phase 3	Woodside	\$136,000
Unprogrammed balance	TBD	\$151,000
<b>SAN MATEO COUNTY</b>	<b>TOTAL:</b>	<b>\$32,545,000</b>
<b>SANTA CLARA COUNTY</b>		
CMA Planning Activities		
Planning Activities Base	VTA	\$6,078,000
Planning Activities - Supplemental	VTA	\$4,822,000
Federal Aid Secondary (FAS)		
Santa Clara County: Uvas Rd Rehabilitation	Santa Clara County	\$1,701,000
Safe Routes To School (SRTS)		
Campbell: Eden Ave Sidewalk Improvements	Campbell	\$555,000
Cupertino: McClellan Rd Separated Bike Lane	Cupertino	\$1,000,000
<b>Los Gatos: Los Gatos Creek Trail to Highway 9 Trailhead Connection (Revised)</b>	<b>Los Gatos</b>	<b>\$1,258,000</b>
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
<b>Los Gatos: Los Gatos Creek Trail to Highway 9 Trailhead Connection (Revised)</b>	<b>Los Gatos</b>	<b>\$5,278,000</b>
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

**Attachment B-2**

MTC Res. No. 4202 Attachment B-2

**MTC Resolution No. 4202**

Adopted: 11/18/15-C

**OBAG 2 County Programs****FY 2017-18 through FY 2021-22****June 2023**

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
<b>OBAG 2 COUNTY PROGRAMS</b>		<b>\$385,512,000</b>
Santa Clara County: Capitol Expressway Rehabilitation	Santa Clara County	\$5,000,000
Santa Clara County: McKean Rd Pavement Rehabilitation	Santa Clara County	\$1,151,000
<b>Saratoga: Citywide Master Plan for Bicycle and Sidewalks (Added)</b>	<b>Saratoga</b>	<b>\$443,000</b>
Saratoga: Prospect Rd Complete Streets	Saratoga	\$1,075,000
Saratoga: Saratoga Village Crosswalks & Sidewalks Rehabilitation	Saratoga	\$338,000
Sunnyvale: Bernardo Avenue Bicycle Underpass - EIR	Sunnyvale	\$500,000
Sunnyvale: East Sunnyvale Area Sense of Place Improvements	Sunnyvale	\$1,701,000
Sunnyvale: Fair Oaks Avenue Bikeway - Phase 2	Sunnyvale	\$782,000
Sunnyvale: Java Drive Road Diet & Bike Lanes	Sunnyvale	\$500,000
Sunnyvale: Lawrence Station Area Sidewalks & Bike Facilities	Sunnyvale	\$500,000
Sunnyvale: Peery Park Sense of Place Improvements	Sunnyvale	\$2,686,000
Sunnyvale: Traffic Signal Upgrades	Sunnyvale	\$2,566,000
VTa/Milpitas: Montague Exwy Pedestrian Overcrossing at Milpitas BART	VTa/Milpitas	\$3,560,000
<b>Unprogrammed Balance (Revised)</b>		<b>\$450,000</b>
<b>SANTA CLARA COUNTY</b>	<b>TOTAL:</b>	<b>\$104,073,000</b>
<b>SOLANO COUNTY</b>		
CMA Planning Activities		
Planning Activities Base	STA	\$3,822,000
Planning Activities - Supplemental	STA	\$3,039,000
Federal Aid Secondary (FAS)		
Solano County: County Roads Paving	Solano County	\$506,000
Solano County: Farm to Market Phase 2 Imps	Solano County	\$1,000,000
Safe Routes To School (SRTS)		
Fairfield: Grange Middle School SRTS Imps	Fairfield	\$260,000
STA: Countywide SRTS Non-Infrastructure Program	STA	\$1,209,000
County Program		
Benicia: Park Rd Improvements	Benicia	\$2,731,000
Fairfield: Cadenasso Dr Repaving	Fairfield	\$1,394,000
Suisun City: Railroad Ave Repaving	Suisun City	\$491,000
STA: Vacaville Jepson Parkway Phase 1B/1C Bike Path	STA	\$3,064,000
STA: Solano Mobility Call Center	STA	\$1,537,000
Vacaville: VacaValley/I-505 Roundabouts	Vacaville	\$250,000
Vacaville: Local Streets Overlay	Vacaville	\$1,193,000
Vallejo: Sacramento St Rehabilitation	Vallejo	\$681,000
<b>SOLANO COUNTY</b>	<b>TOTAL:</b>	<b>\$21,177,000</b>
<b>SONOMA COUNTY</b>		
CMA Planning Activities		
Planning Activities Base	SCTA	\$3,822,000
Planning Activities - Supplemental	SCTA	\$1,178,000
Federal Aid Secondary (FAS)		
Sonoma County: River Road Pavement Rehabilitation	Sonoma County	\$3,264,000
Safe Routes To School (SRTS)		
SCTA: Sonoma County Safe Routes To School (SRTS)	SCTA	\$1,655,000
County Program		
Cotati: E. Cotati Avenue Street Rehabilitation	Cotati	\$675,000
Healdsburg: Healdsburg Avenue Road Diet	Healdsburg	\$600,000
Petaluma: Petaluma Boulevard South Road Diet	Petaluma	\$2,916,000
SMART: Petaluma SMART Pathway	SMART	\$400,000
Rohnert Park: Various Streets Rehabilitation	Rohnert Park	\$1,035,000
Santa Rosa: US 101 Bicycle and Pedestrian Bridge Overcrossing	Santa Rosa	\$1,418,000
Santa Rosa: Various Streets Rehabilitation	Santa Rosa	\$1,655,000
Sebastopol: Bodega Avenue Bike Lanes and Pavement Rehabilitation	Sebastopol	\$1,195,000
Sonoma (City) : New Fryer Creek Bicycle and Pedestrian Bridge	Sonoma (City)	\$501,000



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

Date: January 26, 2022  
W.I.: 1512  
Referred by: PAC  
Revised: 02/23/22-C 03/23/22-C 06/22/22-C  
09/28/22-C 10/26/22-C 11/16/22-C  
01/25/23-C 02/22/23-C 03/22/23-C  
04/26/23-C 05/24/23-C 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/Powell 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 dark ink, appearing to be 'AP' followed by a long horizontal stroke.

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Alfredo Pedroza, Chair

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

**Attachment B-1**  
**MTC Resolution No. 4505**  
**OBAG 3 Regional Programs**  
**FY 2022-23 through FY 2025-26**  
**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
<b>OBAG 3 REGIONAL PROGRAMS</b>		<b>\$383,000,000</b>	<b>\$75,940,000</b>
<b>1. PLANNING AND PROGRAM IMPLEMENTATION</b>			
Planning and Program Implementation			
Regional Planning Activities	MTC	\$8,300,000	
Program and Project Implementation	MTC	\$37,200,000	
Program and Project Implementation - Transit Transformation	MTC	\$4,000,000	
<b>1. PLANNING AND PROGRAM IMPLEMENTATION</b>		<b>\$49,500,000</b>	
<b>2. GROWTH FRAMEWORK IMPLEMENTATION</b>			
Growth Framework Implementation			
PDA Planning and Technical Assistance Grants			
PDA Planning and Technical Assistance Grants - <b>Balance (Revised)</b>	MTC	<b>\$8,000,000</b>	
<b>Alameda County: San Lorenzo Village Specific Plan (Added)</b>	MTC	<b>\$600,000</b>	
<b>Benicia: Eastern Gateway Infrastructure Master Plan (Added)</b>	MTC	<b>\$312,000</b>	
<b>Campbell: Hamilton Avenue Precise Plan (Added)</b>	MTC	<b>\$400,000</b>	
<b>Cotati: Santero Way Specific Plan Update (Added)</b>	MTC	<b>\$415,000</b>	
<b>Fairfield : Solano Rail Hub Residential Cluster (Added)</b>	MTC	<b>\$200,000</b>	
<b>Millbrae: El Camino Real Streetscape Plan Implementation (Added)</b>	MTC	<b>\$200,000</b>	
<b>Millbrae: MSASP Amend - Integrated Multi-Modal Transit Stn (Added)</b>	MTC	<b>\$600,000</b>	
<b>Milpitas: Innovation District Parks and Trails Master Plan (Added)</b>	MTC	<b>\$200,000</b>	
<b>Milpitas: Milpitas Main Street Sense of Place Plan (Added)</b>	MTC	<b>\$600,000</b>	
<b>Moraga: Moraga Center Specific Plan (Added)</b>	MTC	<b>\$600,000</b>	
<b>Moraga: Moraga Center Specific Plan Amendments (Added)</b>	MTC	<b>\$88,000</b>	
<b>Orinda: Path for Affordable Housing TOD at Orinda BART (Added)</b>	MTC	<b>\$200,000</b>	
<b>Petaluma: Corona Road SMART Station PDA Specific Plan (Added)</b>	MTC	<b>\$1,150,000</b>	
<b>San Carlos: Downtown Together - Downtown Specific Plan (Added)</b>	MTC	<b>\$300,000</b>	
<b>San Francisco: Well-Resourced PDAs Zoning Plan (Added)</b>	MTC	<b>\$1,035,000</b>	
<b>San Leandro: Bay Fair TOD Specific Plan Amendment (Added)</b>	MTC	<b>\$600,000</b>	
<b>San Leandro: Bay Fair TOD Sub-Area 1 Precise Plan (Added)</b>	MTC	<b>\$1,200,000</b>	
<b>Santa Rosa: South Santa Rosa Specific Plan (Added)</b>	MTC	<b>\$1,200,000</b>	
<b>Sebastopol: Workforce Housing Zoning (Added)</b>	MTC	<b>\$250,000</b>	
<b>Sonoma County: Airport Area Specific Plan Update (Added)</b>	MTC	<b>\$800,000</b>	
<b>Suisun City: PDA Project Implementation (Added)</b>	MTC	<b>\$200,000</b>	
<b>Vacaville: Allison Policy Plan (Added)</b>	MTC	<b>\$1,200,000</b>	
<b>Vallejo: Downtown Amend and Streetscape Impl (Added)</b>	MTC	<b>\$1,200,000</b>	
<b>Vallejo: Waterfront Amendment (Added)</b>	MTC	<b>\$1,200,000</b>	
Priority Production Area (PPA) Pilot Program			
<b>Priority Production Area (PPA) Pilot Program (Revised)</b>	<b>MTC</b>	<b>\$2,000,000</b>	
<b>Benicia: Port of Benicia - Infras &amp; Facility Modernization Plan (Added)</b>	MTC	<b>\$750,000</b>	
<b>CC County: N Waterfront PPAs Technical Assistance Project (Added)</b>	MTC	<b>\$500,000</b>	
<b>East Bay Econ Dev Alliance: Next Gen EB Indust Bldgs/Dists (Added)</b>	MTC	<b>\$500,000</b>	
<b>STA: Aligning Middle Wage Jobs with Housing in Solano County (Added)</b>	MTC	<b>\$500,000</b>	
<b>2. GROWTH FRAMEWORK IMPLEMENTATION</b>		<b>\$25,000,000</b>	
<b>3. CLIMATE, CONSERVATION, AND RESILIENCE</b>			
Climate Initiatives			
Mobility Hubs			
Mobility Hubs Capital Grants	TBD	\$300,000	\$30,000,000
Mobility Hubs Planning Grants - <b>Balance (Revised)</b>	MTC	<b>\$804,000</b>	
<b>ECCTA: Antioch Park n Ride Mobility Hub (Added)</b>	MTC	<b>\$400,000</b>	
<b>SFMTA: Southeastern SF Mobility Hub Plan (Added)</b>	MTC	<b>\$396,000</b>	
<b>TAM: Marin County Mobility Hub Plan (Added)</b>	MTC	<b>\$400,000</b>	
<b>Mobility Hubs and Parking Management Technical Assistance (Revised)</b>	MTC	<b>\$500,000</b>	
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
<b>OBAG 3 REGIONAL PROGRAMS</b>		<b>\$383,000,000</b>	<b>\$75,940,000</b>
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	
<b>Parking Management Planning - Balance (Revised)</b>	<b>MTC</b>	<b>\$352,000</b>	
<b>Concord: Downtown Parking Technology Solutions Study (Added)</b>	<b>MTC</b>	<b>\$80,000</b>	
<b>Lafayette: Downtown Lafayette Parking Mgmt Program (Added)</b>	<b>MTC</b>	<b>\$170,000</b>	
<b>Menlo Park: Menlo Park Citywide Strategic Parking Plan (Added)</b>	<b>MTC</b>	<b>\$125,000</b>	
<b>Napa: Park Napa Plan (Added)</b>	<b>MTC</b>	<b>\$315,000</b>	
<b>Petaluma: Downtown Area Parking Management Plan (Added)</b>	<b>MTC</b>	<b>\$100,000</b>	
<b>San Mateo: Citywide Parking Requirement Update (Added)</b>	<b>MTC</b>	<b>\$200,000</b>	
<b>Santa Rosa: Downtown Parking, Curb Mgmt &amp; Access Plan (Added)</b>	<b>MTC</b>	<b>\$207,000</b>	
<b>Sausalito: Sausalito Downtown Parking Study (Added)</b>	<b>MTC</b>	<b>\$106,000</b>	
<b>Vallejo: Downtown/Waterfront Parking Mgmt Eval/Action Plan (Added)</b>	<b>MTC</b>	<b>\$150,000</b>	
<b>Walnut Creek: Downtown Curbside Management Plan (Added)</b>	<b>MTC</b>	<b>\$195,000</b>	
Regional Transportation Demand Management (TDM)			
Commuter Benefits Program	MTC	\$8,400,000	
Commuter Benefits Program - Air District	BAAQMD	\$1,600,000	
Regional Carpool/Vanpool Program	MTC	\$3,400,000	
Bike to Work & Spare the Air Youth	MTC	\$4,800,000	
511 Traveler Information Services	MTC	\$14,000,000	
Regional TDM Balance	MTC	\$4,000,000	
Priority Conservation Area (PCA) Grant Program			
PCA Grant Program	TBD	\$18,000,000	
<b>3. CLIMATE, CONSERVATION, AND RESILIENCE</b>		<b>\$82,060,000</b>	<b>\$75,940,000</b>
<b>4. COMPLETE STREETS AND COMMUNITY CHOICE</b>			
Healthy, Safe, and Sustainable Streets			
Regional Vision Zero/Safety Program			
Local Roadway Safety Plan Development & TA Balance	MTC	\$2,720,000	
CCTA: Local Roadway Safety Plan Development	MTC	\$630,000	
NVTA: Local Roadway Safety Plan Development	MTC	\$250,000	
C/CAG: Local Roadway Safety Plan Development	MTC	\$400,000	
Bay Area Vision Zero Data System	MTC	\$2,000,000	
Regional Safety Program Coordination and Outreach	MTC	\$2,000,000	
Regional Pavement & Asset Management Program			
Pavement Technical Assistance Program (PTAP)	MTC	\$10,000,000	
Pavement Management Program (PMP)	MTC	\$3,000,000	
Regional Active Transportation Plan (AT Plan) Implementation			
Active Transportation Technical Assistance Program	MTC	\$300,000	
Bay Trail Planning	MTC	\$1,500,000	
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
<b>OBAG 3 REGIONAL PROGRAMS</b>		<b>\$383,000,000</b>	<b>\$75,940,000</b>
STA: Community-Based Transportation Plans	MTC	\$190,000	
SCTA: Community-Based Transportation Plans	MTC	\$245,000	
Project implementation, technical assistance, engagement	TBD	\$15,000,000	
<b>4. COMPLETE STREETS AND COMMUNITY CHOICE</b>		<b>\$54,000,000</b>	
<b>5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE</b>			
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	
<b>5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE</b>		<b>\$156,500,000</b>	
<b>NON-FEDERAL EXCHANGE ADJUSTMENT</b>		<b>\$15,940,000</b>	
<b>OBAG 3 REGIONAL PROGRAMS</b>	<b>TOTAL:</b>	<b>\$383,000,000</b>	<b>\$75,940,000</b>

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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 dark ink, consisting of a large, stylized 'A' followed by a long horizontal stroke.

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Alfredo Pedroza, Chair

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



**Attachment B**  
**MTC Resolution No. 4540**  
**Carbon Reduction Program**  
**FY 2021-22 through FY 2025-26**  
**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
<b>CARBON REDUCTION PROGRAM</b>			
<b>CLIMATE INITIATIVES</b>			
Mobility Hubs			
Mobility Hubs Capital - <u>Balance (Revised)</u>	<u>TBD</u>	<u>\$19,910,000</u>	\$300,000
<u>Dublin/Pleasanton Access and Station Area Improvements (Added)</u>	<u>BART</u>	<u>\$3,000,000</u>	
<u>Martinez Amtrak Station Shared Mobility Hub (Added)</u>	<u>CCTA</u>	<u>\$3,000,000</u>	
<u>San Fernando Street Small-Scale Mobility Hubs (Added)</u>	<u>San Jose</u>	<u>\$1,140,000</u>	
<u>Contra Costa College (CCC) Mobility Hub (Added)</u>	<u>San Pablo</u>	<u>\$2,950,000</u>	
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
<b>CLIMATE INITIATIVES</b>		<b>\$60,000,000</b>	<b>\$37,800,000</b>
<b>CARBON REDUCTION PROGRAM</b>		<b>\$60,000,000</b>	<b>\$37,800,000</b>

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# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**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:** [8l 23-0763 MTC Resolutions 4456 and 4510 TCP Program Revisions.pdf](#)  
[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**

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**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.

<b>FY 2020-21 Project Programming (\$ millions)</b>	<b>Current</b>	<b>Change</b>	<b>Proposed</b>
Replace (50) 40ft Urban Buses – Diesel	20.78	6.82	27.59
<i>FY 2020-21 FTA Funds (5307 &amp; 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>1.82</i>
<i>FY 2020-21 BATA PS Funds (CCCGP)</i>	<i>4.91</i>	-	<i>4.91</i>
<i>FY 2020-21 CRRSAA Swap</i>	<i>1.03</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
<b>FY 2020-21 AC Transit Programming Total</b>	<b>38.01</b>	<b>-</b>	<b>38.01</b>

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.

<b>Current Project Programming (\$ millions)</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>	<b>FY 24</b>	<b>Total</b>
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
<b>Current Programming Total</b>	<b>1.28</b>	<b>1.59</b>	<b>1.01</b>	<b>0.21</b>	<b>4.10</b>
<b>Proposed Project Programming (\$ millions)</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>	<b>FY 24</b>	<b>Total</b>
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

<b>Proposed Programming Total</b>	<b>1.28</b>	<b>1.66</b>	<b>1.69</b>	<b>0.98</b>	<b>5.61</b>
<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)



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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

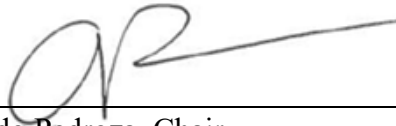
WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

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

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Alfredo Pedroza, Chair

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

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

Attachment A  
Resolution No. 4456, Revised  
Page 1 of 2

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
<b>Actual Apportionments</b>			<b>472,533,014</b>	<b>239,947,924</b>	<b>217,678,352</b>	<b>14,906,738</b>
<b>Previous Year Carryover</b>			<b>17,211,524</b>	<b>8,866,784</b>	<b>3,929,022</b>	<b>4,415,718</b>
<b>Funds Available for Programming</b>			<b>489,744,538</b>	<b>248,814,708</b>	<b>221,607,374</b>	<b>19,322,456</b>
<b>MTC Debt Service</b>						
REG170023	MTC	Debt Service	-	-	-	-
<b>Lifeline Set-Aside</b>						
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,580,439	3,580,439	-	-
<b>ADA Operating Set-Aside</b>						
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	SolTrans	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	-	-
<b>Total Program Set-asides and Commitments</b>			<b>26,351,439</b>	<b>26,351,439</b>	<b>-</b>	<b>-</b>
<b>Funds Available for Capital Programming</b>			<b>463,393,099</b>	<b>222,463,269</b>	<b>221,607,374</b>	<b>19,322,456</b>
<b>Capital Projects</b>						
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  
W.I.: 1512  
Referred by: PAC  
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
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 Rehabilit	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	-	-
<b>Total Capital Projects</b>			<b>460,333,566</b>	<b>220,013,352</b>	<b>221,607,374</b>	<b>18,712,840</b>
<b>Total Programmed</b>			<b>486,685,005</b>	<b>246,364,791</b>	<b>221,607,374</b>	<b>18,712,840</b>
<b>Fund Balance</b>			<b>3,059,533</b>	<b>2,449,917</b>	<b>0</b>	<b>609,616</b>

**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	<p>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.</p> <p>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).</p>
3	<p>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.</p> <p>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.</p>
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	<p>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.</p> <p>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 &amp; 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.</p>
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	<p>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:</p> <ul style="list-style-type: none"><li>- 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</li><li>- 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</li><li>- 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.</li></ul>

Date: March 23, 2022  
W.I.: 1512  
Referred By: PAC  
Revised: 05/25/22-C 09/28/22-C  
03/22/23-C 04/26/23-C  
06/28/23-C

### 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

Page 2

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

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

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.

Date: March 23, 2022  
W.I.: 1512  
Referred By: PAC  
Revised: 05/25/22-C 09/28/22-C  
03/22/23-C 04/26-23-C  
06/28/23-C

RE: San Francisco Bay Area Regional Transit Capital Priorities Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4510

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

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

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

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

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

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

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



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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

---

Alfredo Pedroza, Chair

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

Date: March 23, 2022  
W.I.: 1512  
Referred by: PAC  
Revised: 05/25/22-C  
09/28/22-C  
03/22/23-C  
04/26/23-C  
06/28/23-C

Attachment A  
Resolution No. 4510  
Page 1 of 2

FY 2021-22 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
<i>Actual Apportionments</i>			652,980,135	309,591,917	329,005,589	14,382,629
<i>Previous Year Carryover</i>			3,059,533	2,449,917	-	609,616
<i>Funds Available for Programming</i>			656,039,668	312,041,834	329,005,589	14,992,245
<b>MTC Debt Service</b>						
REG170023	MTC	Debt Service	-	-	-	-
<b>Lifeline Set-Aside</b>						
TBD	TBD - Lifeline	TBD - Reserved for future programming	-	-	-	-
<b>ADA Operating Set-Aside</b>						
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	-	-
<i>Total Program Set-asides and Commitments</i>			29,399,742	29,399,742	-	-
<i>Funds Available for Capital Programming</i>			626,639,925	282,642,092	329,005,589	14,992,245
<b>Capital Projects</b>						
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	VRTA	Hybrid and Electric Bus Replacement 2022	45,598,000	42,337,143	-	3,260,857
SCL050001	VRTA	Electric 40' Bus Replacement 2023	1,305			1,305
NEW	VRTA	North 1st Street/Tasman Drive - EB Tack Switch Addition Proj. - T	1,640,000	-	1,640,000	-
NEW	VRTA	Network Switch Replacement/Upgrade	3,680,000	-	3,680,000	-
NEW	VRTA	Axle Press Replacement	1,736,300	-	1,736,300	-
SCL050002	VRTA	Rail Replacement and Rehabilitation	6,876,000	-	6,876,000	-
SCL090044	VRTA	OCS Rehab & Replacement Program	13,120,000	-	13,120,000	-
SCL150008	VRTA	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	-
		<b>Total Capital Projects</b>	<b>603,014,711</b>	<b>272,025,960</b>	<b>316,458,549</b>	<b>14,530,202</b>
		<b>Total Programmed</b>	<b>632,414,453</b>	<b>301,425,702</b>	<b>316,458,549</b>	<b>14,530,202</b>
		<b>Fund Balance</b>	<b>23,625,215</b>	<b>10,616,132</b>	<b>12,547,040</b>	<b>462,043</b>

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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
<i>Projected Apportionments</i>			666,330,759	317,144,789	334,210,853	14,975,117
<i>Previous Year Carryover</i>			17,516,208	4,508,422	12,547,040	460,746
<i>Funds Available for Programming</i>			683,846,967	321,653,211	346,757,893	15,435,863
<b>MTC Debt Service</b>						
REG170023	MTC	Debt Service	-	-	-	-
<b>ADA Operating Set-Aside</b>						
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	-	-
<i>Total Program Set-asides and Commitments</i>			29,639,117	30,005,899	-	-
<i>Funds Available for Capital Programming</i>			654,207,850	291,647,311	346,757,893	15,435,863
<b>Capital Projects</b>						
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 Rehabilit	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	-
<b>Total Capital Projects</b>			<b>616,916,513</b>	<b>275,549,996</b>	<b>336,009,959</b>	<b>14,924,025</b>
<b>Total Programmed</b>			<b>646,555,630</b>	<b>305,555,895</b>	<b>336,009,959</b>	<b>14,924,025</b>
<b>Fund Balance</b>			<b>37,291,337</b>	<b>16,097,315</b>	<b>10,747,934</b>	<b>511,838</b>

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FY 2023-24 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
<i>Projected Apportionments</i>			684,294,742	325,610,252	343,412,309	15,272,181
<i>Previous Year Carryover</i>			27,357,088	16,097,315	10,747,934	511,838
<i>Funds Available for Programming</i>			711,651,829	341,707,568	354,160,243	15,784,019
<b>MTC Debt Service</b>						
REG170023	MTC	Debt Service	-	-	-	-
<b>Lifeline Set-Aside</b>						
TBD	TBD - Lifeline	TBD - Reserved for future programming	-	-	-	-
<b>ADA Operating Set-Aside</b>						
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	-	-
<i>Total Program Set-asides and Commitments</i>			30,801,818	30,801,818	-	-
<i>Funds Available for Capital Programming</i>			680,850,012	310,905,750	354,160,243	15,784,019
<b>Capital Projects</b>						
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	-	-

Date: March 23, 2022  
W.I.: 1512  
Referred by: PAC  
Revised: 05/25/22-C  
09/28/22-C  
03/22/23-C  
04/26/23-C  
06/28/23-C

Attachment C  
Resolution No. 4510  
Page 2 of 2

FY 2023-24 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
VAR190007	Santa Rosa	Preventive Maintenance	713,879	713,879	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilit	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

Date: March 23, 2022  
W.I.: 1512  
Referred by: PAC  
Revised: 05/25/22-C  
09/28/22-C  
03/22/23-C  
04/26/23-C  
06/28/23-C

Attachment D  
Resolution No. 4510  
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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	<p>VTA: VTA is programmed 5337 funds above its \$8,103,000 fixed guideway cap in each year of the program. The totals above the cap are \$19,440,200 in FY2021-22; \$17,236,000 in FY2022-23, and \$19,546,430 in FY2023-24, totaling \$56,222,630 over the three-year cap total of \$24,309,000 and for a total of \$80,531,630 in fixed guideway programming. VTA staff requested and was granted a waiver of the cap due to additional funds available in the San Jose UZA after meeting other VTA funding needs and in recognition of the Caltrain funding agreement.</p> <p>VTA is also provided a waiver to the \$20,000,000 cap on bus replacements, as funds are available to cover the entire request. The FY2021-22 bus procurement at \$40,359,250 is waived its \$20,359,250 over the cap. The FY2022-23 bus procurement at \$26,891,452 is waived its \$6,891,452 over the cap.</p>
5	Santa Rosa UZA: Santa Rosa CityBus, Sonoma County Transit and Sonoma-Marin Area Rail Transit District (SMART) apportion Santa Rosa urbanized area funding in accordance with an agreement first in effect for FY2020 funds. The portion of FTA 5307 funds within the Santa Rosa urbanized area to be divided by the City and the County is the prior year's subtotal apportioned to those two operators, modified by the same rate as the modification to the FTA 5307 funds nationwide (ex.a 2% increase). That modified amount is divided between the two operators per the agreement in effect starting with FY2014 (58% Santa Rosa City Bus and 42% Sonoma County). The portion of the appropriated funds not divided by Santa Rosa and Sonoma County is distributed to SMART. For FY2021-22, \$2,333,370 is available to Sonoma County Transit, \$3,222,272 to Santa Rosa CityBus, and \$4,148,529 to SMART for 5307. For FY2022-23, \$2,541,098 is available to Sonoma County Transit, \$3,509,136 to Santa Rosa CityBus, and \$3,997,642 to SMART for 5307. For FY2023-24, \$2,394,574 is available for Sonoma County Transit, \$3,306,792 for Santa Rosa CityBus, and \$4,257,328 for SMART for 5307.
6	SFMTA: SFMTA's FY2021-22 request for \$113,635,101 for light rail vehicle replacement procurement will be partially funded with \$5,000,000 in BATA Project Savings, as committed through MTC Res. 4123. The remaining funds are obligated in the 5337 program.
7	WETA: WETA has opted to reinstate deferred caps from prior years in the proposed program. WETA had previously deferred \$15,313,252 in FG cap funds that is programmed across the three years of the program toward their fixed guideway needs. In FY 2021-22, WETA deferred its \$1.9 M FG cap increase. In FY2023-24, WETA borrows \$160,728 against its FY2024-25 cap of \$6,310,000, which will be reflected in any additional FY 2023-24 programming.
8	SamTrans: SamTrans is provided a waiver to the \$20,000,000 cap on bus replacements, as funds are available to cover the entire request. The FY2021-22 bus procurement at \$26,616,000 is waived its \$6,616,000 over the cap. The FY2022-23 bus procurement at \$36,160,000 is waived its \$16,160,000 over the cap. Finally, the FY2023-24 bus procurement at \$59,108,000 is waived its \$39,108,000 over the cap.
9	Vacaville: Vacaville Transit is programmed \$221,978 in FY2021-22 funds (\$215,296 in 5339 and \$6,682 in 5307) toward their Electric Bus Fleet project, replacing lapsed FY2018-19 5339 funds that were programmed in the FY2020-21 TCP but did not get put into a grant in time.
10	GGBHTD: Golden Gate is programmed \$4,000,000 in FY 2022-23 and \$12,000,000 in FY 2023-24 for the design and construction of a replacement ferry vessel pending required compliance with CARB zero emission regulations. The funds are programmed but will not be entered in to the TIP until finalization of the CARB regulations and design and construction estimates. As of April 2023, GGBHTD has clarified its ferry vessel replacement plan and the funds will be programmed in to the TIP.
11	Petaluma: Petaluma's automatic vehicle location (AVL) equipment request was for \$680,000 in FY2021-22 and \$80,000 in FY2022-23. With only \$67,000 remaining after programming their other requests in FY2021-22, the total request of \$740,000 is programmed FY2022-23.
12	CCCTA (County Connection): CCCTA's FY2021-22 bus procurement request, at \$28,880,000 exceeds the Concord UZA's available funds in that fiscal year by \$1,235,962; thus, that amount is programmed to the bus procurement project in FY2022-23. This request is also granted a waiver of the \$20,000,000 bus replacement cap, waiving its \$8,880,000 over the cap.
13	Vanpool: MTC's vanpool program is funded using 5307 funds for the first time in FY2021-22. The program receives 100% of its expected need, estimated at \$400 per van per month, and going up to \$600 per van per month starting in July 2022. FTA policy guiding vanpool service allows vanpool passenger fares that exceed operating expenses to be re-invested in capital equipment and to be counted toward a recipient's local match requirement. These programming amounts assume the use of this provision. Staff will reevaluate annually.





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	23-0758	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Consent	
<b>File created:</b>	5/4/2023	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	6/14/2023	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution Nos. 4570, 4571, 4572, and 4573. Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB 1107 Allocation				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">8m 23-0758 MTC Resolutions 4570 4571 4572 4573 TDA STA RM2 AB1107 Allocations.pdf</a> <a href="#">3b 23-0758 MTC Resolutions 4570 4571 4572 4573 TDA STA RM2 AB1107 Allocations.pdf</a>				

Date	Ver.	Action By	Action	Result
6/14/2023	1	Programming and Allocations Committee		

**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

**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 Entity<sup>1</sup> (amounts in millions)**

<b>Entity</b>	<b>TDA (Res. 4570)</b>	<b>STA (Res. 4571)</b>	<b>RM2 (Res. 4572)</b>	<b>AB 1107 (Res. 4573)</b>	<b>Grand Total</b>
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
<b>Total</b>	<b>\$298.3</b>	<b>\$119.1</b>	<b>\$12.6</b>	<b>\$52.0</b>	<b>\$482.0</b>

*Note that amounts may not sum due to rounding*

<sup>1</sup> 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



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Andrew B. Fremier

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**Attachment A – Transit Operator Budget Summary**

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**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) <sup>1</sup>	-34%
Total Proposed FY2023-24 Operating Allocation <sup>2</sup>	\$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

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<sup>1</sup> 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.

<sup>2</sup> 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 <sup>1</sup>	\$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

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<sup>1</sup> 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 <sup>1</sup>	\$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

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<sup>1</sup> 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 <sup>1</sup>	\$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

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<sup>1</sup> 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 <sup>1</sup>	\$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

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<sup>1</sup> 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. NVTa's 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

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Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on June 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
<b>5801 - PUC 99233.7, 99275 Community Transit Service - Operations</b>						
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	
	<b>Subtotal</b>	<b>13,613,491</b>				
<b>5802 - PUC 99260A Transit - Operations</b>						
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	
	<b>Subtotal</b>	<b>267,966,518</b>				
<b>5803 - PUC 99260A Transit - Capital</b>						
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	
	<b>Subtotal</b>	<b>12,633,286</b>				
<b>5807 - PUC 99400C Transit - Operations</b>						
NVTA	Transit Operations	1,022,200	14	06/28/23	NVTA	
	<b>Subtotal</b>	<b>1,022,200</b>				
<b>5812 - PUC 99400D Planning and Administration - Operations</b>						
NVTA	Planning & Administration	3,035,500	15	06/28/23	NVTA	
	<b>Subtotal</b>	<b>3,035,500</b>				
	<b>Total</b>	<b>298,270,995</b>				

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

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations on June 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
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**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	
<b>Subtotal</b>		<b>30,128,777</b>				

**5820 - CCR 6730A Operations - Population-based MTC Coordination**

MTC	Transit Operations	7,700,000	06	06/28/23	MTC	
<b>Subtotal</b>		<b>7,700,000</b>				

**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	
<b>Subtotal</b>		<b>78,088,864</b>				

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

NVTA	Paratransit Operations	3,209,927	10	06/28/23	Napa County	
<b>Subtotal</b>		<b>3,209,927</b>				

**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

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Alfredo Pedroza, Chair

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

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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
		<b>Total \$ 12,650,039</b>			

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

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Alfredo Pedroza, Chair

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

Date: June 28, 2023  
Referred by: PAC

Attachment B  
Resolution No. 4573  
Page 1 of 1

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

## Legislation Details (With Text)

**File #:** 23-0743 **Version:** 1 **Name:**

**Type:** Report **Status:** Commission Approval

**File created:** 5/4/2023 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

**On agenda:** 6/9/2023 **Final action:**

**Title:** Plan Bay Area 2050 Implementation: 2023 Local Grant Award Recommendations - Climate Initiatives and Growth Framework Implementation Programs

Approval of \$36.4 million in grants to support local implementation of Plan Bay Area 2050, including construction and planning for Mobility Hubs and Parking Management, and planning and technical assistance for Priority Development Areas (PDAs) and Priority Production Areas (PPAs).

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [9a 23-0743 PBA50 Implementation Local Grants.pdf](#)  
[9a 23-0743 Attachment A Powerpoint PBA50 Implementation Local Grants.pdf](#)  
[9a 23-0743 Attachment B Project Award Recommendations.pdf](#)  
[7ai 23-0743 Summary Sheet PBA50 Implementation Local Grants.pdf](#)  
[7aii 23-0743 Powerpoint PBA50 Implementation Local Grants.pdf](#)  
[7aiii 23-0743 PBA50 Implementation Local Grants Awards Recommendations.pdf](#)

Date	Ver.	Action By	Action	Result
6/9/2023	1	Joint MTC Planning Committee with the ABAG Administrative Committee		

### Subject:

Plan Bay Area 2050 Implementation: 2023 Local Grant Award Recommendations - Climate Initiatives and Growth Framework Implementation Programs

Approval of \$36.4 million in grants to support local implementation of Plan Bay Area 2050, including construction and planning for Mobility Hubs and Parking Management, and planning and technical assistance for Priority Development Areas (PDAs) and Priority Production Areas (PPAs).

### Presenter:

Krute Singa and Mark Shorett

### Recommended Action:

MTC Commission Approval

### Attachments:

**Metropolitan Transportation Commission and Association of Bay Area Governments  
Joint MTC Planning Committee with the ABAG Administrative Committee****June 9, 2023****Agenda Item 7a****Plan Bay Area 2050 Implementation: 2023 Local Grant Award Recommendations -  
Climate Initiatives and Growth Framework Implementation Programs**

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**Subject:**

Approval of \$36.4 million in grants to support local implementation of Plan Bay Area 2050, including construction and planning for Mobility Hubs and Parking Management, and planning and technical assistance for Priority Development Areas (PDAs) and Priority Production Areas (PPAs).

**Background:**

The regional One Bay Area Grant Program (OBAG3) includes funding for several initiatives to support local implementation of key Plan Bay Area 2050 (PBA 2050) Strategies. In 2022, staff received Commission approval to release a call for projects for two of these programs: 1)

Climate Initiatives grants focusing on [Parking Management](#) and [Mobility Hubs](#), and 2) Growth Framework implementation grants focusing on [Priority Development Areas](#) (PDAs) and [Priority Production Areas](#) (PPAs).

After releasing calls for projects for each program, staff conducted extensive outreach to city, county transportation agency (CTA) and transit agency staff, hosted webinars, presented at county-level planning director meetings, and convened one-on-one discussions with prospective applicants. To capture potential synergies between the programs, staff co-presented the Climate and Growth Framework grant opportunities, and identified opportunities for grantees to achieve complementary outcomes by grants offered through the programs. Coordinating the 2022-23 call for projects for these programs is intended to be a first step toward better integrating the variety of local technical assistance and grant funding offered by MTC/ABAG, reducing the amount of time and attention required by increasingly resource-constrained local staff.

The call for projects application windows closed on February 25, 2023 for Growth Framework grants and on March 31, 2023 for Climate Initiatives Program grants. Overall, MTC received 59 applications for \$46.3 million. Award recommendations, summarized below and described individually in Attachment B, would fund 53 projects at \$38 million, which includes two PDA

planning grants recommended for funding by the Transportation Authority of Marin (TAM) through the county One Bay Area Grant (OBAG) program submission process that will be managed through the regional program to take advantage of economies of scale. Staff will work with all applicants that did not receive awards to strengthen applications and increase the chances of success in future funding rounds using remaining program funds.

**Recommended Awards: Climate Initiatives Program (\$19.4 million)**

For this Climate Initiatives grant round, staff are requesting approval of \$16 million for capital grants to accelerate nine “shovel ready” Mobility Hub and Parking Management projects capable of achieving quantifiable outcomes during the OBAG3 cycle, and \$2.8 million for 13 planning efforts to lay the groundwork for future projects. Also included is \$500,000 for technical assistance to project sponsors. Several proposals are not recommended for funding because of eligibility issues and the one-grant-per-jurisdiction limitation in each program, with more detail provided in Attachment B. The funding request includes:

- **Mobility Hubs Capital (\$10.1 million)** – Four projects to include environmental, design, and right-of-way phases in addition to construction.
- **Mobility Hubs Planning (\$1.2 million)** – Three projects to develop a mobility hub plan for 1) a specific transit station or stop or 2) a network of hubs.
- **Parking Management Capital (\$6 million)** – Six projects for activities including purchasing and installing equipment, temporary operations staffing, outreach materials, and other actions to implement new parking pricing and management programs. Strategies include implementing variable pricing programs at transit stations, implementing demand-responsive pricing in high-demand areas, managing curb space to balance uses, and improving wayfinding to available parking. These strategies reduce circling and congestion and improve safety and funding for other mobility options.
- **Parking Management Planning (\$1.6 million)** – Ten projects that include aligning local parking policies with MTC’s TOC Policy, identifying and prioritizing parking management strategies in PDAs, developing plans to more comprehensively balance on- and off-street parking and other uses at the curb, and aligning parking policies and programs to reduce vehicle miles traveled.

- **Wraparound Technical Assistance (\$500,000)** – Based on the feedback of grant recipients of projects funded through the Climate Initiatives Program in OBAG2, staff recommend offering technical support to the awarded projects to position them for success and alignment with program objectives. This includes consultation on design drawings, evaluation, funding obligation, and other assistance project sponsors may need.

**Recommended Awards: Growth Framework Implementation (\$18.2 million)**

Staff request approval of \$17 million in regional OBAG3 funding for planning and technical assistance for PDAs and PPAs to establish locally-driven plans and conduct implementation activities required to overcome obstacles to realizing these plans, as well as the inclusion of \$1.2 million previously approved through the OBAG3 County & Local program. This includes:

- **PDA Planning Grants (\$14.75 million in Regional OBAG3 funding)** – The requested funding would support eleven new plans, nine amendments to existing plans, and six plan implementation grants designed to address a specific barrier to implementing an adopted plan. Notably, eighteen of these grants will involve local adoption of development standards to comply with the Transit-Oriented Communities Policy, while ten will enable plans in Connected Communities PDAs—places with less frequent transit service where a different set of mobility and zoning strategies are required. The grants recommended for funding will support a diversity of communities, with eleven of the grants enabling PDA plans in Equity Priority Communities and ten supporting plans in High Resource Areas. Together, the grants will fund plans in eight of the nine Bay Area counties, and all the grant-funded projects will explicitly advance recently adopted Housing Elements. Local jurisdictions initially submitted applications totaling \$17.2 million, well above the \$15 million allocated for this round, however a jurisdiction that submitted two \$1.2 million applications subsequently withdrew both applications. Consequently, there are roughly \$250,000 in excess funds that staff recommend directing to PPA technical assistance as described below. All final applications for PDA planning grants are recommended for awards.



In addition to \$14.75 million in recommended Regional OBAG3 funding, Attachment B also highlights \$1.6 in County & Local OBAG3 funding approved by the Commission in January to support two PDA Plans submitted by the City of San Rafael to the Transportation Authority of Marin (TAM), and recommended to MTC for approval by TAM. These grants will be administered similar to those listed above as part of the regional PDA Planning Program.

- **PPA Planning Grants and Technical Assistance (\$2.75 million)** – The PPA Pilot Program will support an Infrastructure and Facility modernization plan for the Port of Benicia, allowing a regionally significant area to prepare for a variety of multiple future economic conditions. In addition, the requested funding will support three multi-jurisdiction planning initiatives convened by county economic development entities that will benefit a total of 25 PPAs in Alameda, Contra Costa, and Solano counties. These multi-jurisdiction efforts will include establishing development standards that respond to the needs of today's industrial businesses, evaluating existing infrastructure capacity and identifying projects required to meet future need, and establishing financing vehicles to enable the build out of this much-needed infrastructure. Because the amount of money requested for the PPA program outstripped available funding, staff is unable to fully fund all three of these proposals. To allow each of these meritorious proposals to proceed, staff propose to award each \$500,000, or roughly two-thirds of the funding requested. Included in this award is the \$250,000 remaining after the set of PDA awards described above. Additionally, the two lowest scoring applications are not recommended for award, with more information in Attachment B.

### **Remaining Funding**

The recommended set of awards leave \$21 million for Mobility Hubs, \$7 million for parking capital projects and \$400,000 for parking planning projects, as well as \$8 million for Growth Framework Implementation. Consistent with Commission direction in 2022, staff propose to utilize the remaining \$8 million in Growth Framework implementation funding in a future call for projects that is open to both existing PDAs and to areas subject to the Transit Oriented

Communities Policy not yet nominated PDAs. The Growth Framework and Climate Initiatives programs plan to release a call for projects with the remaining funding in Spring 2024.

**Next Steps:**

Staff will work with awardees to establish scopes of work and begin the contracting process. Staff will also work with project sponsors not recommended for funding to assist in the development of an application for the next rounds of grant funding offered through both programs. To the greatest extent possible, staff will coordinate future calls for projects between these and other MTC grant programs intended to support local implementation of Plan Bay Area 2050. Staff will also coordinate with the Transit 2050+ project currently underway to identify a regional transit network and prioritize key Mobility Hubs in the subsequent Mobility Hubs funding cycle.

**Issues:**

- **PDA Applications and Geographic Balance:** PDA planning grant requests were less balanced across the nine counties than prior program cycles, with a concentration in the North Bay. Staff did extensive outreach to ensure that local jurisdictions were aware of the available funding; however, with many local jurisdictions still in the process of completing their housing elements, there were likely local staff constraints that affected submittals in some areas. As noted above, there will be another call for projects for PDA planning grants in 2024 that will provide opportunity for jurisdictions that did not submit requests in the current cycle. Additionally, there is reasonable geographic balance in the program overall when viewed over the nine cycles of the program.
- **Station Area Litigation:** The proposed award to Millbrae for the MSASP Amendment - Integrated Multi-Modal Transit Station is complicated by CEQA litigation between the City of Millbrae and High Speed Rail as well as an eminent domain lawsuit between the City, BART, and Caltrain. Staff recommend convening a meeting prior to executing the grant with the City of Millbrae, with the goal of ensuring that the litigation will not adversely affect the station area planning. The Millbrae Multi-Modal Transit Station is a regionally important transportation hub and potential site for transit-oriented housing and commercial development. It is important that PDA planning funds are invested toward a

Plan Amendment that can achieve outcomes of mutual benefit to the community and transportation partners, and advance Plan Bay Area 2050.

**Recommendations:**

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

**Attachments:**

- Attachment A: PowerPoint
- Attachment B: Project Award Recommendations



Andrew B. Fremier

# Plan Bay Area 2050 Implementation: 2023 Local Grant Awards



Climate Initiatives



Growth Framework

**Joint MTC Planning Committee with the ABAG Administrative Committee**  
**June 9, 2023**



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION

# OBAG 3 Invests in Local Implementation of Plan Bay Area Strategies

## Climate Initiatives Grants (OBAG3)

**\$34**  
Million

**Mobility Hubs**

- Construction
- Planning

**\$17**  
Million

**Parking Management**

- Capital
- Planning



## Growth Framework Implementation Grants (OBAG3)

**\$23**  
Million

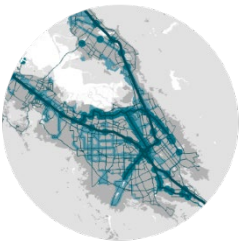
**Priority Development Areas**

- Plans
- Plan Amendments
- Plan Implementation

**\$2**  
Million

**Priority Production Areas**

- Plans
- Technical Assistance



# 2022-23 Call for Projects

**Fall 2022:** Commission authorization to release calls for projects

**Winter 2022-23:** Comprehensive engagement & one on one discussions with applicants

**Spring 2023:** Applications due

**Today:** Requesting approval for grant recommendations



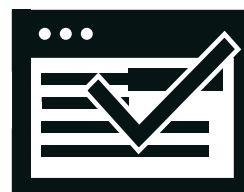
Notifications to city, transit agency and county transportation agency (CTA) staff



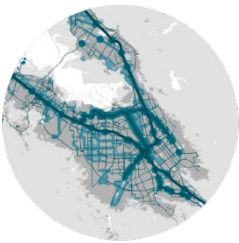
Webinars and County presentations



One-on-one discussions



Simplified applications



# Snapshot: Recommended Awards

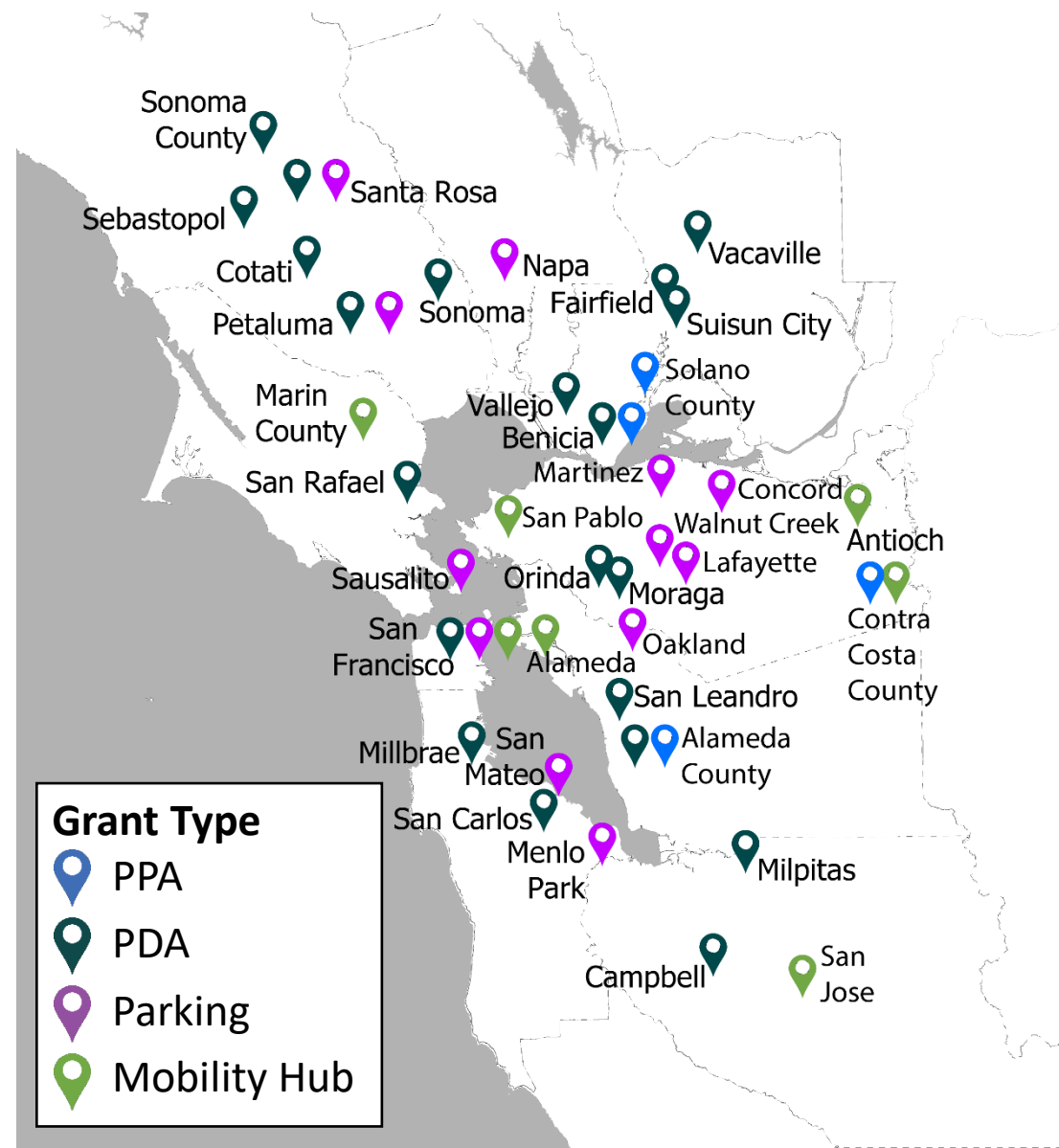
**53** awards

**44** grantees

**9** counties

**\$38 million**

for local implementation of PBA 2050







# Mobility Hubs Program Overview

- **Mobility hubs** = community anchors that enable travelers of all backgrounds and abilities to access multiple transportation options - including shared scooters, bicycles and cars, and transit – as well as supportive amenities in a cohesive space, oriented to the customer
- **Pilots launched September 2021**
  - 6 projects funded at \$2.4 million total







# Recommendation: Regional Mobility Hubs Awards

7 grants total (\$11.2m)

- **Planning and Outreach (\$1.2m):**
  - **San Francisco Municipal Transportation Agency** (SFMTA) Southeastern SF Mobility Hub Plan (\$396,000)
  - **Transportation Authority of Marin** (TAM) Marin County Mobility Hub Plan (\$400,000)
  - **Eastern Contra Costa Transit Authority** (Tri-Delta Transit) Antioch Park n Ride Mobility Hub (\$400,000)
- **Capital (\$10m):**
  - **San Francisco Bay Area Rapid Transit District** (BART) Dublin/Pleasanton Access and Station Area Improvements (\$3m)
  - **City of San José** San Fernando Street Small-Scale Mobility Hubs (\$1.1m)
  - **Contra Costa Transportation Authority** (CCTA) Martinez Amtrak Station Shared Mobility Hub (\$3m)
  - **City of San Pablo** Contra Costa College (CCC) Mobility Hub (\$3m)



# Local Parking Management Program Overview

- **Program Goal:** help local governments implement parking management strategies to reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions and advance other regional priorities
- Parking management strategies include maximizing the use of existing parking, pricing parking to manage demand and fund other mobility options, and balancing uses for on- and off-street space





# Recommendation: Parking Management Awards

## 16 parking management grants (\$7.6m)

- **Planning (\$1.6m)**
  - Planning assistance for ten local jurisdictions to align local parking policies with MTC's TOC Policy, identify and prioritize parking management strategies in PDAs, develop plans to more comprehensively balance on- and off-street parking and other uses at the curb, and align parking policies and programs to reduce vehicle miles traveled
- **Capital (\$6.0m)**
  - Grants to six local jurisdictions for purchase and installation of parking equipment and signage, temporary operations staffing, outreach materials, and other actions to implement new parking management strategies
  - Strategies include implementing demand-responsive pricing in high-demand areas, introducing variable pricing programs at transit stations, managing curb space to balance uses, and improve wayfinding to available parking





# Priority Development Areas (PDA) Overview

- 80 Planning and 50 Technical Assistance grants since 2007
- Connects local priorities to Regional Growth Framework
- Added capacity for more than 150,000 homes and 100,000,000 commercial square feet since program inception
- Recognized as national model





# Recommendation: PDA Awards



## 26 Grants supporting 33 PDAs in 8 Counties

### Regionwide Benefits

- 18 grants will implement Transit-Oriented Communities (TOC) Policy
- 10 grants to Connected Community PDAs\*
- 11 grants to Equity Priority Communities

### Balance of new plans and plan updates

- 11 grants for new plans
- 9 for plan amendments, 6 for plan implementation/technical assistance

### 100% of grants will implement Housing Elements

\*[Connected Community PDAs](#) offer basic transit services and have committed to policies that increase mobility options and reduce automobile travel. PDAs served by fixed guideway transit, where the TOC Policy applies, are designated as “Transit Rich” PDAs.





# Priority Production Areas (PPAs) Overview

- Pilot Program identified in Plan Bay Area 2050 Implementation Plan
- Shaped by post-plan listening sessions with PPA jurisdictions across the Bay Area
- Designed to enable preservation and expansion of PPAs, strengthening the region's economy and creating middle wage jobs.
- Focus: projects with greatest potential for near-term results, learning, and replicability





# Recommendation: PPA Awards



## Four Grants assisting 26 PPAs

### Planning Grant – Specific plan for a PPA at a strategic location and time

- **Port of Benicia:** Infrastructure & Facility Modernization Plan (\$750,000)

### Technical Assistance - Multi-Jurisdictional Projects Leverage Benefits (23 PPAs)

- **Solano:** Aligning Middle Wage Jobs with Housing (\$500,000)
- **Alameda:** Leading the Next Generation of East Bay Industrial Buildings & Districts (\$500,000)
- **Contra Costa:** Northern Waterfront Priority Production Areas Technical Assistance Project (\$500,000)



# Next Steps

- **Today:** Requested approval of awards
- **Summer-Fall 2023:** Contracting
- **Fall-Winter 2023:** Project kickoffs
- **Call for Projects for Remaining Funds:** Call anticipated in 2024 for additional funding





# Thank You



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION

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## 2022-23 Climate Program and Growth Framework Grant Calls for Projects Award Recommendation Summary

### Regional Mobility Hubs Project Award Recommendations

Total request received: \$14,562,000

Total recommended award funding request: \$11,286,000

**Table 1. Recommended Regional Mobility Hubs Awards *Construction***

County	Project Title	Project Sponsor	Location	Award Request
Contra Costa	Contra Costa College (CCC) Mobility Hub	City of San Pablo	Contra Costa College	\$2,950,000
Contra Costa	Martinez Amtrak Station Shared Mobility Hub	Contra Costa Transportation Authority (CCTA)	Martinez Amtrak Station	\$3,000,000
Regional	Dublin/Pleasanton Access and Station Area Improvements	San Francisco Bay Area Rapid Transit District (BART)	Dublin/Pleasanton BART	\$3,000,000
Santa Clara	San Fernando Street Small-Scale Mobility Hubs	City of San José	Downtown San José. San José State University Main Campus	\$1,140,000

**Total: \$10,090,000**

**Table 2. Recommended Regional Mobility Hubs Awards *Planning and Outreach***

County	Project Title	Project Sponsor	Location	Award Request
Contra Costa	Antioch Park n Ride Mobility Hub	Eastern Contra Costa Transit Authority (Tri-Delta Transit)	Auto Center Dr and West 6th St, Antioch	\$400,000
Marin	Marin County Mobility Hub Plan	Transportation Authority of Marin (TAM)	Numerous around county, including SMART stations and ferry terminals	\$400,000

County	Project Title	Project Sponsor	Location	Award Request
San Francisco	Southeastern SF Mobility Hub Plan	San Francisco Municipal Transportation Agency (SFMTA)	Balboa Park BART 3rd, Palou/Oakdale Caltrain Hub	\$396,000

**Total: \$1,196,000**

**Table 3. Mobility Hubs - Proposals Not Recommended for Funding During Current Round**

Staff will work with the project sponsors to assist in the development of an application for the next round of Program funding.

County	Project Title	Project Sponsor	Project Evaluation	Award Request
San Mateo	Millbrae Downtown Micro-Mobility Hub (Construction)	City of Millbrae	The City was awarded a Pilot Mobility Hubs grant in 2021. Recommend the City reapply in the 2024 grant cycle when the pilot project has been able to progress into implementation so that lessons learned can be incorporated into future hubs	\$526,000
Sonoma	Comstock Mall Mobility Hub (Construction)	City of Santa Rosa	Project is to improve an area across from the Santa Rosa Transit Mall and may be better suited to other grant opportunities that are focused on active transportation improvements. MTC staff will work with the City to determine if the project can include improvements at the Santa Rosa Transit Mall and	\$2,750,000

County	Project Title	Project Sponsor	Project Evaluation	Award Request
			to apply in the 2024 grant cycle	

**Total: \$3,276,000**

### **Parking Management Project Award Recommendations**

Total request received: \$11,817,000

Total recommended award funding request: \$7,606,000

**Table 4. Recommended Parking Management Awards – *Capital***

County	Project Title	Project Sponsor	Location	Recommended Award
Alameda	Demand-Based Parking Pricing and Curb Management Strategies in Business Districts and Ferry Terminals	City of Alameda	Webster Street Area, Park Street Area, and ferry terminals	\$742,000
Alameda	OakPark+	City of Oakland	Various metered parking areas	\$1,500,000
Contra Costa	Parking Meter Program Update	City of Martinez	Downtown Martinez	\$875,000
Regional	BART Variable Parking Pricing Project	SF Bay Area Rapid Transit District (BART)	Systemwide	\$1,147,000
San Francisco	Port of San Francisco-San Francisco Municipal Transportation Agency Parking Management Pilot	Port of San Francisco	Various Port of San Francisco public parking lots	\$200,000
San Francisco	Pay or Permit Parking Program Expansion	San Francisco Municipal Transportation Agency	Select residential parking permit areas	\$1,494,000

**Total: \$5,958,000**

**Table 5. Recommended Parking Management Awards – *Planning***

County	Project Title	Project Sponsor	Location	Recommended Award
Contra Costa	Planning Study to Implement Parking Technology Solutions in Concord Downtown	City of Concord	Downtown Concord	\$80,000
Contra Costa	Downtown Lafayette Parking Management Program	City of Lafayette	Downtown Lafayette	\$170,000
Contra Costa	Downtown Curbside Management Plan	City of Walnut Creek	Downtown Walnut Creek	\$195,000
Marin	Sausalito Downtown Parking Study	City of Sausalito	Downtown Sausalito	\$106,000
Napa	Park Napa Plan	City of Napa	Downtown Napa	\$315,000
San Mateo	Menlo Park Citywide Strategic Parking Plan	City of Menlo Park	Citywide	\$125,000
San Mateo	Citywide Parking Requirement Update	City of San Mateo	Citywide	\$200,000
Solano	Downtown/Waterfront Parking Management Program Evaluation and Action Plan	City of Vallejo	Downtown and Waterfront in Vallejo	\$150,000
Sonoma	Downtown Area Parking Management Plan	City of Petaluma	Downtown Petaluma	\$100,000
Sonoma	Downtown Parking, Curb Management and Access Plan	City of Santa Rosa	Downtown Santa Rosa	\$207,000

**Total: \$1,648,000**

**Table 6. Parking Management - Proposals Not Recommended For Funding During Current Round**

Staff will work with the project sponsors to assist in the development of an application for the next round of Program funding.

County	Project Title	Project Sponsor	Project Evaluation	Award Request
<i>Capital</i>				
Solano	Parking Access and Revenue Control System	City of Fairfield	Application did not meet program requirements of providing greenhouse gas reduction benefits as most of the funds would be directed to improve the physical aspects of the parking facility. MTC staff will work with the City to determine if the project can include parking management practices and to apply in the 2024 grant cycle	\$1,044,000
Sonoma	City of Santa Rosa Parking Management	City of Santa Rosa	Since agencies are limited to receiving one parking management grant per cycle, the City of Santa Rosa is being recommended for its planning grant request only	\$1,107,000
<i>Planning</i>				
Alameda	Planning for OakPark+	City of Oakland	Since agencies are limited to receiving one parking management grant per cycle, the City of Oakland is being recommended for its capital grant request only	\$400,000

County	Project Title	Project Sponsor	Project Evaluation	Award Request
Alameda	Union City Intermodal Station Mobility Hub Feasibility Study	City of Union City	Application was incomplete and did not have a parking management scope	\$300,000
Sonoma	Sonoma County Administration Center Parking Management Plan	County of Sonoma	Application did not meet program requirements of providing greenhouse gas reduction benefits as most of the funds would be directed to improve the physical aspects of the parking facility. MTC staff will work with the City to determine if the project can include parking management practices and to apply in the 2024 grant cycle	\$260,000

**Total: \$4,211,000**

## **Growth Framework Award Recommendations**

Total request received (call for projects): \$20,654,725

Total recommended award funding request (call for projects): \$17,000,000

Total previously awarded through the County & Local OBAG3 program: \$1,594,000

Program total: \$18,594,000

**Table 7. Recommended PDA Awards**

County	Project Title	Project Sponsor	Grant Type	Award Request	Recc'd Award	Estimated New Homes <sup>1</sup>
Alameda	Bay Fair TOD Specific Plan Amendment <sup>2,4</sup>	City of San Leandro	Plan Amendment	\$600,000	\$600,000	5,100
Alameda	Bay Fair TOD Sub-Area 1 Precise Plan <sup>2,4</sup>	City of San Leandro	Plan	\$1,200,000	\$1,200,000	4,000
Alameda	San Lorenzo Village Specific Plan <sup>3, 4</sup>	County of Alameda	Plan	\$600,000	\$600,000	500
Contra Costa	Mapping a Path Forward for Affordable Housing TOD at the Orinda BART Station <sup>2</sup>	City of Orinda	Plan Implementation	\$200,000	\$200,000	1,100
Contra Costa	Moraga Center Specific Plan Amendments <sup>3, 5</sup>	Town of Moraga	Plan Implementation	\$87,725	\$87,725	1,100
Contra Costa	Moraga Center Specific Plan <sup>3, 5</sup>	Town of Moraga	Plan Amendment	\$600,000	\$600,000	1,100
San Francisco	Well-Resourced PDAs Zoning Plan <sup>2, 5</sup>	City of San Francisco	Plan	\$1,035,000	\$1,035,000	36,200
San Mateo	El Camino Real Streetscape Plan Implementation <sup>2, 4</sup>	City of Millbrae	Plan Implementation	\$200,000	\$200,000	700
San Mateo	MSASP Amendment - Integrated Multi-Modal Transit Station <sup>2</sup>	City of Millbrae	Plan Amendment	\$600,000	\$600,000	400
San Mateo	Downtown Together   Downtown Specific Plan <sup>2, 5</sup>	City of San Carlos	Plan Amendment	\$300,000	\$300,000	800



County	Project Title	Project Sponsor	Grant Type	Award Request	Recc'd Award	Estimated New Homes <sup>1</sup>
Santa Clara	Hamilton Avenue Precise Plan <sup>2, 5</sup>	City of Campbell	Plan	\$400,000	\$400,000	1,500
Santa Clara	Innovation District Parks and Trails Master Plan <sup>2, 5</sup>	City of Milpitas	Plan Implementation	\$200,000	\$200,000	600
Santa Clara	Milpitas Main Street Sense of Place Plan <sup>2, 5</sup>	City of Milpitas	Plan Amendment	\$600,000	\$600,000	1,100
Solano	Eastern Gateway Infrastructure Master Plan <sup>3</sup>	City of Benicia	Plan Amendment	\$317,000	\$312,275	tbd
Solano	PDA Project Implementation <sup>2, 4</sup>	City of Suisun City	Plan Implementation	\$200,000	\$200,000	1,600
Solano	Downtown Plan Update and Streetscape Design <sup>2, 4</sup>	City of Vallejo	Plan	\$1,200,000	\$1,200,000	2,300 <sup>6</sup>
Solano	Waterfront Plan Update <sup>2, 4</sup>	City of Vallejo	Plan	\$1,200,000	\$1,200,000	1,100 <sup>6</sup>
Solano	Solano Rail Hub Residential Cluster <sup>2, 4</sup>	City of Fairfield	Plan Implementation	\$200,000	\$200,000	1,000
Solano	Allison Policy Plan <sup>3</sup>	City of Vacaville	Plan	\$1,200,000	\$1,200,000	tbd
Sonoma	Santero Way Specific Plan Update <sup>2, 3</sup>	City of Cotati	Plan Amendment	\$415,000	\$415,000	300
Sonoma	Corona Road SMART Station PDA Specific Plan <sup>2, 5</sup>	City of Petaluma	Plan	\$1,150,000	\$1,150,000	1,300
Sonoma	South Santa Rosa Specific Plan <sup>3, 4</sup>	City of Santa Rosa	Plan	\$1,200,000	\$1,200,000	2,100
Sonoma	Workforce Housing Zoning <sup>3, 5</sup>	City of Sebastopol	Plan Amendment	\$250,000	\$250,000	200
Sonoma	Airport Area Specific Plan Update <sup>2, 3</sup>	County of Sonoma	Plan	\$800,000	\$800,000	900
<b>Total: Call for Projects</b>				<b>\$14,754,725</b>	<b>\$14,750,000</b>	<b>65,000</b>
Marin	North San Rafael/Northgate Area PDA Study <sup>2, 4</sup>	City of San Rafael	Plan	\$900,000 <sup>8</sup>	\$797,000 <sup>7</sup>	tbd

County	Project Title	Project Sponsor	Grant Type	Award Request	Recc'd Award	Estimated New Homes <sup>1</sup>
Marin	Southeast San Rafael/Canal Area PDA Study <sup>3, 4</sup>	City of San Rafael	Plan	\$900,000 <sup>8</sup>	\$797,000 <sup>7</sup>	tbd

**Total: OBAG3 County & Local Program Awards    \$1,594,000**

**Grand Total    \$16,344,000**

1. Estimated increase in development capacity facilitated by grant funding through updates to development standards, removal of obstacles to implementation of an adopted plan, or other measures.
2. Includes areas that are subject to [Transit-Oriented Communities \(TOC\) Policy](#)
3. [Connected Community PDA](#)
4. Fully or partially within a Census Tract identified by MTC as an [Equity Priority Community](#)
5. Fully or partially within Census Tract identified as “High” or “Highest” Resource on the 2023 California Tax Credit Allocation Committee (TCAC) [Opportunity Map](#).
6. Source of estimate is existing plan to be fully updated through grant
7. Award approved by Commission in January 2023 through the OBAG3 County & Local Program
8. Refers to funding request from City of San Rafael to the Transportation Authority of Marin (TAM) through the OBAG3 County & Local Program. TAM recommended the project for funding at \$797,000—the amount approved by the Commission for these projects in January 2023.

**Table 8. PDAs - Proposals Not Recommended for Funding During Current Round**

The following applications were withdrawn during the review process. Contingent upon local support, staff will work with the project sponsors to assist in the development of an application for the next round of Program funding.

County	Project Title	Project Sponsor	Grant Type	Project Evaluation	Award Request
Santa Clara	Moffett Boulevard Precise Plan	City of Mountain View	Plan	Withdrawn by local jurisdiction	\$1,200,000
Santa Clara	Downtown Precise	City of Mountain View	Plan	Withdrawn by local jurisdiction	\$1,200,000
<b>Total</b>					<b>\$2,400,000</b>

**Table 9. Recommended PPA Awards**

County	Project Title	Project Sponsor	Grant Type	Award Request	Recommended Award
Alameda	Leading the Next Generation of East Bay Industrial Buildings & Districts	East Bay Economic Development Alliance	Multi-jurisdictional Technical Assistance	\$750,000	\$500,000
Contra Costa	Northern Waterfront Priority Production Areas Technical Assistance Project	County of Contra Costa	Multi-jurisdictional Technical Assistance	\$750,000	\$500,000
Solano	Port of Benicia - Infrastructure & Facility Modernization Plan	City of Benicia	Plan	\$750,000	\$750,000
Solano	Aligning middle wage jobs with housing in Solano County	Solano Transportation Authority	Multi-jurisdictional Technical Assistance	\$750,000	\$500,000
<b>Total</b>				<b>\$3,000,000</b>	<b>\$2,250,000</b>

**Table 10. PPA - Proposals Not Recommended for Funding**

If additional funding becomes available to support the PPA Program, staff will work with the project sponsors to assist in the development of an application for future grant rounds.

County	Project Title	Project Sponsor	Grant Type	Project Evaluation	Award Request
San Francisco	Concrete Building Inventory for an Earthquake Resilient PPA	City and County of San Francisco	Single jurisdiction Technical Assistance	Success of proposal contingent upon subsequent grants to property owners to hire engineers to assess seismic risk, reducing potential for direct benefits and regional transferability. Proposal shared with ABAG/MTC Resiliency Team to identify other potential funding opportunities.	\$250,000
Sonoma	Cotati Business Park Zoning Enhancements	City of Cotati	Single jurisdiction Technical Assistance	Proposal to attract retail and entertainment conflicted with program goals to maintain and preserve industrial uses in PPAs and was therefore considered ineligible.	\$250,000
<b>Total</b>					<b>\$500,000</b>

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 23-0796      **Version:** 1      **Name:**  
**Type:** Assembly Bill      **Status:** Commission Approval  
**File created:** 5/17/2023      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 6/9/2023      **Final action:**  
**Title:** Assembly Bill 761 (Friedman): Transit Transformation Task Force

Establishes a statewide task force to identify transit funding needs to support ridership growth, recommend policies aimed at increasing transit ridership and the customer experience, and recommend new rider-focused state performance metrics.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [10a 23-0796 AB 761 Friedman Summary Sheet.pdf](#)  
[10a 23-0796 Attachment A AB 761 Friedman Known Positions.pdf](#)  
[3bi 23-0796 Summary Sheet AB 761 Friedman.pdf](#)  
[3bii 23-0796 Attachment A AB 761 Friedman Known Positions.pdf](#)

Date	Ver.	Action By	Action	Result
6/9/2023	1	Joint MTC ABAG Legislation Committee		

**Subject:**

Assembly Bill 761 (Friedman): Transit Transformation Task Force

Establishes a statewide task force to identify transit funding needs to support ridership growth, recommend policies aimed at increasing transit ridership and the customer experience, and recommend new rider-focused state performance metrics.

**Presenter:**

Georgia Gann Dohrmann

**Recommended Action:**

Support / MTC Commission Approval

**Attachments:**

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

**June 9, 2023**

**Agenda Item 3b**

**Assembly Bill 761 (Friedman): Transit Transformation Task Force**

---

**Subject:**

Establishes a statewide task force to identify transit funding needs to support ridership growth, recommend policies aimed at increasing transit ridership and the customer experience, and recommend new rider-focused state performance metrics.

**Background:**

Assembly Bill (AB) 761 would require the Secretary of the California State Transportation Agency (CalSTA) convene a Transit Transformation Task Force (Task Force) to identify policies to grow transit ridership and improve the transit experience. The Task Force would be comprised of transit operator representatives, the Department of Transportation (Caltrans), the Controller's office, regional and local governments with jurisdiction over transportation, labor organizations, and other stakeholders including transportation advocacy organizations and academic institutions. CalSTA – in consultation with the Task Force – would be required to prepare and submit to the Legislature a report of findings. The report would include recommendations on the following:

1. Strategies to improve mobility and increase transit ridership, including, but not limited to:
  - a. Service and fare coordination or integration between transit agencies;
  - b. Coordinated scheduling, mapping and wayfinding between transit agencies;
  - c. Ensuring a safe and clean ride for passengers and operators; and
  - d. Enhanced frequency and reliability, including through sharing real-time transit information and transit prioritization on roads.
2. Changes to land use, housing and pricing policies that could improve public transit use.
3. Strategies to address workforce recruitment, retention and development challenges.
4. Replacing California's longstanding Transportation Development Act (TDA) transit performance measures (i.e., fare box recovery ratios) with performance metrics related to transit operations, including usage, cost efficiency of operations and service quality.
5. Identification of the appropriate state department or agency to be responsible for transit system oversight and reporting.

6. New options for state revenues to fund transit operations and capital projects at the scale needed to support ridership growth and address state mandates (e.g., the Innovative Clean Transit (ICT) regulation).
7. The potential of transit-oriented development and value capture of property around transit stations as a source of sustainable revenue for transit operations.

The report would also be required to include a detailed analysis of existing transit usage; transit revenue sources; transit operations and capital costs (including costs to comply with state, federal and local mandates); transit workforce challenges; state and local policies that impact transit service; and an analysis of existing state and local transit performance measures and state departments and agencies that have responsibility over transit (to inform recommendations on items 4 and 5, respectively).

**Recommendation:**

Support / MTC Commission Approval

**Discussion:**

A strong public transit system underpins California's ability to deliver an equitable and climate-friendly future. However, pandemic-driven revenue losses are pushing many of the state's largest operators toward near-term transit operations fiscal cliffs. At the same time, pandemic-driven ridership shifts have created an urgent need for transit operators to re-tool to serve the riders of the future. MTC, Bay Area transit operators, and our local, regional and state partners are advocating for a multi-year Transit Recovery Program in this year's State Budget to provide gap funding while transit agencies retool and develop new strategies for long-term financial sustainability. AB 761 would create a statewide approach to developing that path toward long-term sustainability. Notably, the bill builds off and expands upon MTC's Transit Transformation Action Plan, putting the Bay Area in an ideal position to inform this statewide effort. Staff recommends the Commission adopt a "support" position on AB 761.

**Known Positions:**

See Attachment A

**Attachments:**

- Attachment A: AB 761 Known Positions



Andrew B. Fremier

**Assembly Bill 761 (Friedman): Known Positions**

(Updated: 5/30/2023)

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**Support**

Bay Area Council

Breathe California

California Environmental Voters (formerly Clcv)

City of Thousand Oaks

East Bay for Everyone

Move LA

Public Advocates

San Francisco Transit Riders

San Gabriel Valley Council of Governments

Seamless Bay Area

Silicon Valley Leadership Group

SPUR

Streets are For Everyone (SAFE)

Streets for All

Via Transportation, Inc.

**Oppose**

None on file



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 23-0814      **Version:** 1      **Name:**  
**Type:** Assembly Bill      **Status:** Commission Approval  
**File created:** 5/18/2023      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 6/9/2023      **Final action:**  
**Title:** Assembly Bill 1377 (Friedman): Homelessness Assistance on Transit

Expands reporting requirement for recipients of state Homeless Housing, Assistance and Prevention Program funds to include a summary of efforts to improve service delivery to unsheltered individuals on transit systems within the recipient's jurisdiction.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [10b 23-0814 AB 1377 Friedman Summary Sheet.pdf](#)  
[10b 23-0814 Attachment A AB 1377 Friedman Known Positions.pdf](#)  
[3ci 23-0814 Summary Sheet AB 1377 Friedman.pdf](#)  
[3cii 23-0814 Attachment A AB 1377 Friedman Known Positions.pdf](#)

Date	Ver.	Action By	Action	Result
6/9/2023	1	Joint MTC ABAG Legislation Committee		

**Subject:**

Assembly Bill 1377 (Friedman): Homelessness Assistance on Transit

Expands reporting requirement for recipients of state Homeless Housing, Assistance and Prevention Program funds to include a summary of efforts to improve service delivery to unsheltered individuals on transit systems within the recipient's jurisdiction.

**Presenter:**

Georgia Gann Dohrmann

**Recommended Action:**

Support / ABAG Executive Board Approval  
Support / MTC Commission Approval

**Attachments:**

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

June 9, 2023

Agenda Item 3c

**Assembly Bill 1377 (Friedman): Homelessness Assistance on Transit**

**Subject:**

Expands reporting requirement for recipients of state Homeless Housing, Assistance and Prevention Program funds to include a summary of efforts to improve service delivery to unsheltered individuals on transit systems within the recipient's jurisdiction.

**Background:**

Assembly Bill (AB) 1377 would require applicants seeking allocations from the state Homeless Housing, Assistance and Prevention (HHAP) program to provide data and a narrative summary of steps that the applicant has taken to improve the delivery of housing and services to people experiencing homelessness or at risk of homelessness on transit facilities owned and operated by a transit district in their jurisdiction.

HHAP – which is administered by the California Interagency Council on Homelessness (Cal ICH) – was created to enhance local capacity to address homelessness in their communities and support coordinated regional responses to homelessness challenges. Since 2019, HHAP has received four rounds of funding totaling \$3 billion, and the program is poised to receive another \$1 billion in the fiscal year 2023-24 State Budget. Large cities (with a population of 300,000 or more), counties, continuums of care (CoCs), and Tribes may apply for HHAP funding. HHAP applicants must comply with a robust performance monitoring and accountability framework. The program includes requirements for applicants to submit quarterly reports on program expenditures and annual reports documenting progress toward meeting their individualized goals (termed “outcome goals”) related to preventing and reducing homelessness. If an applicant has not made significant progress toward their outcome goals, the applicant must also submit a description of barriers and possible solutions to those barriers.

AB 1377 would additionally require that applicants seeking HHAP funds – large cities, counties and CoCs – include information about steps the applicant has taken to provide resources to unhoused individuals seeking refuge on buses, trains, ferries and public transit spaces in their annual reports.

**Recommendation:**

Support / ABAG Executive Board Approval

Support / MTC Commission Approval

**Discussion:**

As California's homelessness crisis grows, our buses, train cars, and transit stations are increasingly serving as places of refuge for individuals experiencing homelessness. For example, the Los Angeles County Metropolitan Transportation Authority (Metro) estimates that nearly 800 people seek shelter in Los Angeles County Metro transit public spaces on any given night, based on a 2022 point in time count. From BART to the Napa Valley Transportation Authority, transit operators across the Bay Area are similarly needing to respond to increasing rates of homelessness and related quality-of-life issues on their systems, while also seeking to connect people to resources.

Transit agencies in California do not receive direct funding to address homelessness on transit systems. Operators typically seek to coordinate with local city and county outreach teams to connect individuals on their systems with resources. However, according to Metro, locally funded city and county outreach teams often do not include transit public spaces, like courtyards and stations, in their planning and delivery of resources to areas where people experiencing homelessness often congregate.

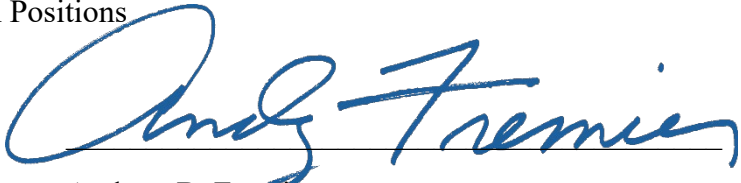
While AB 1377 is a relatively modest bill, its requirement for local agencies applying for HHAP funds to report on how they are coordinating with transit agencies is an important first step the state can take to both help transit agencies reduce the extent to which persons experiencing homelessness rely upon transit stations and transit vehicles as a form of shelter and better address the needs of people experiencing homelessness in transit public spaces. Transit agencies, including BART, are investing in ambassador programs and crisis intervention teams, but ultimately, success in this space requires close collaboration with local partners. For these reasons, we recommend a support position on AB 1377.

**Known Positions:**

See Attachment A

**Attachments:**

- Attachment A: AB 1377 Known Positions



Andrew B. Fremier

**Assembly Bill 1377 (Friedman): Known Positions**

(Updated: 5/30/2023)

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**Support**

Los Angeles County Metropolitan Transportation Authority (Sponsor)

Bay Area Council

Central City Association

Foothill Transit

**Oppose**

California Contact Cities Association

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 23-0798      **Version:** 1      **Name:**  
**Type:** Assembly Bill      **Status:** Commission Approval  
**File created:** 5/17/2023      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 6/9/2023      **Final action:**  
**Title:** Assembly Bill 1657 (Wicks): Statewide Housing Bond

Places a \$10 billion general obligation (GO) bond on the March 2024 statewide ballot for a variety of housing production and preservation programs.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [10c 23-0798 AB 1657 Wicks Summary Sheet.pdf](#)  
[10c 23-0798 Attachment A Positions on AB 1657.pdf](#)  
[3di 23-0798 Summary Sheet AB 1657 Wicks.pdf](#)  
[3dii 23-0798 Attachment A Positions on AB 1657.pdf](#)

Date	Ver.	Action By	Action	Result
6/9/2023	1	Joint MTC ABAG Legislation Committee		

**Subject:**

Assembly Bill 1657 (Wicks): Statewide Housing Bond

Places a \$10 billion general obligation (GO) bond on the March 2024 statewide ballot for a variety of housing production and preservation programs.

**Presenter:**

Julie Snyder

**Recommended Action:**

Support / ABAG Executive Board Approval  
Support / MTC Commission Approval

**Attachments:**

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

June 9, 2023

Agenda Item 3d

**Assembly Bill 1657 (Wicks): Statewide Housing Bond**

**Subject:**

Places a \$10 billion general obligation (GO) bond on the March 2024 statewide ballot for a variety of housing production and preservation programs.

**Background and Bill Provisions:**

AB 1657 would place a \$10 billion GO bond on the March 2024 statewide ballot to fund the state's core rental and ownership programs. Specifically, the measure would designate \$7 billion of the \$10 billion to build apartments affordable to households earning 80% or less of the area median income (AMI) through the Multifamily Housing Program. Of this, \$1.75 billion would be set aside for supportive housing for people living with disabilities and at least 10% of the other apartments would be reserved for extremely low-income households (30% AMI or less). Additionally, \$1.5 billion would be allocated to rehabilitate or preserve the affordability of existing deed-restricted and market rate apartments. Homeownership production and first-time buyers would receive \$1 billion through CalHome and the California Housing Finance Agency's downpayment assistance program. The remaining \$500 million would build rental and ownership homes for farmworkers and members of Tribes.

Historically, GO bonds have been the state's primary funding source for the production and preservation of deed-restricted apartments and single-family homes. Voters last approved a state housing bond in 2018, Proposition 1 which provided \$4 billion for affordable housing. Those funds will be fully allocated by the end of 2023.

Lawmakers have also appropriated General Fund revenue for housing production in recent years. However, the state's projected \$31.5 billion deficit makes significant additional General Fund commitments to housing unlikely in the near future.

**Recommendation:**

Support / ABAG Executive Board Approval

Support / MTC Commission Approval

**Discussion:**

Meeting the Bay Area's housing needs after decades of underbuilding will take a coordinated and sustained effort by all levels of governments. The latest Regional Housing Needs Assessment estimates the region needs 180,334 new homes affordable to lower income households by 2031 to address unmet needs and future population growth. With the state's current budget deficit and an uncertain economic outlook, the Legislature and Governor are proposing various housing, climate and school bonds that might form a package for the 2024 ballot(s).

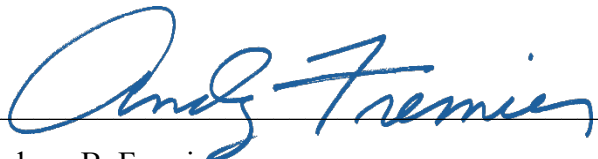
If passed by voters in March 2024, AB 1657 would infuse as much as \$2 billion annually over five years into housing production and preservation. Bay area developers and jurisdictions have performed well in past funding rounds for the programs included in the bond. The Bay Area Housing Finance Authority also would be eligible to apply for funding to continue its Housing Preservation Pilot program, which converts existing apartments into affordable homes with long-term deed restrictions and protects residents from rising rents and displacement.

**Known Positions:**

See Attachment A

**Attachments:**

- Attachment A: AB 1657 Known Positions

  
Andrew B. Fremier

**Known Positions - Assembly Bill 1657 (Wicks)**  
*as of May 15, 2023*

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**Support**

Abode Communities  
American Planning Association, California Chapter  
California Apartment Association  
California Housing Consortium  
California Housing Partnership  
City of San Jose  
EAH Housing  
Habitat for Humanity  
Housing Action Coalition  
Housing California  
League of California Cities  
Livable Communities  
Los Angeles Business Council  
Mercy Housing California  
MidPen Housing Corporation  
Non-Profit Housing Association of Northern California  
Southern California Association of Non-Profit Housing

**Opposition**

None known





# 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:** [11a 23-0580 MTC Resolution 4320 Clipper START Pilot Update Extension.pdf](#)  
[11a 23-0580 Attachment A PowerPoint Presentation.pdf](#)  
[11a 23-0580 Attachment B MTC Resolution 4320.pdf](#)  
[11a 23-0580 Attachment C Clipper START Pilot Key Findings.pdf](#)  
[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
6/14/2023	1	Programming and Allocations Committee		

**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:**

Commission 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**

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**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)"



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Andrew B. Fremier



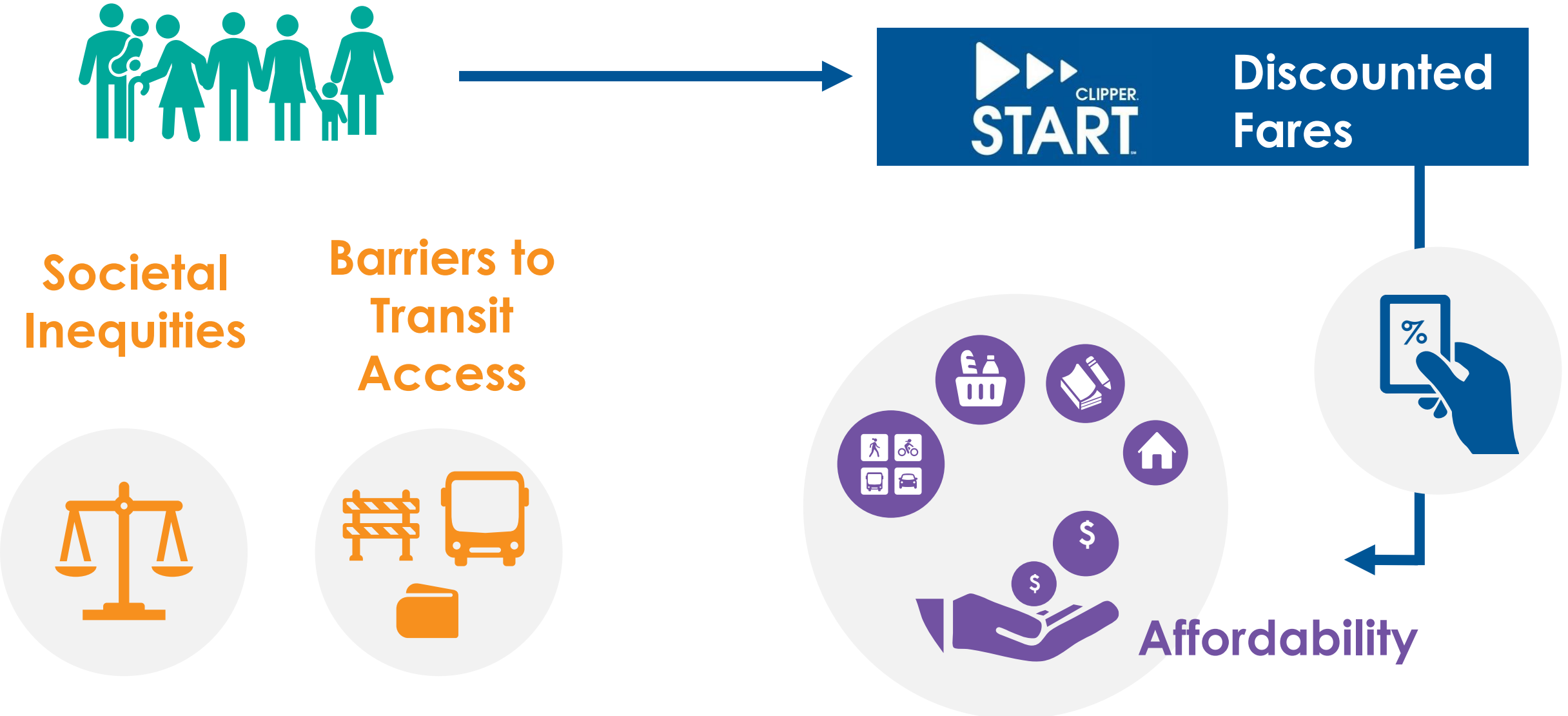
**CLIPPER.**

# 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



# 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

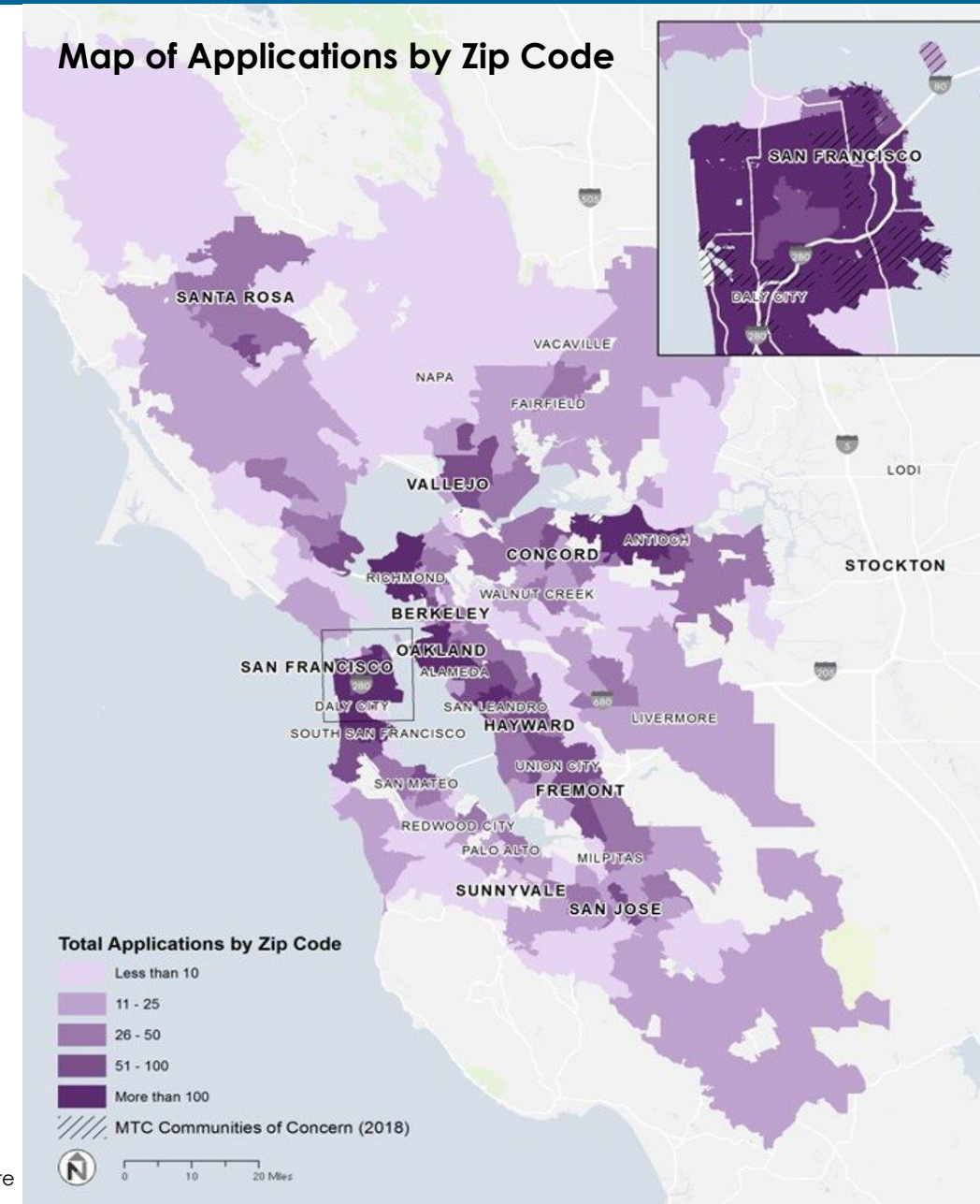


## Key Pilot Statistics

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...



# 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

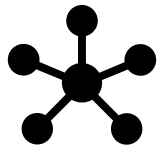
## Original Framework: Res. 4320



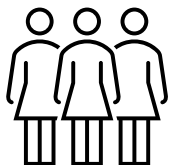
Transit Agency Participation – Voluntary



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

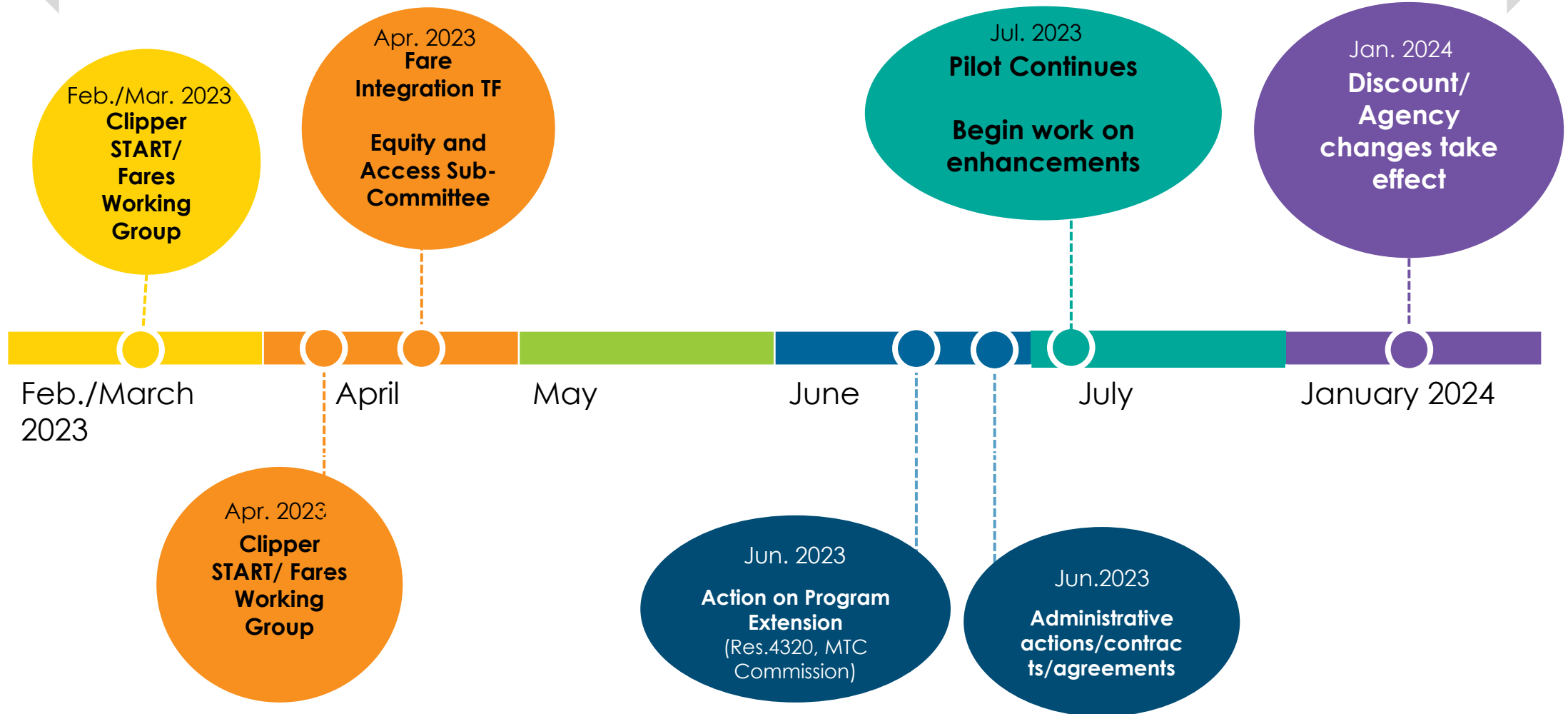
- One-time upfront payment covering 2 years of the Pilot Extension
- Goals:
  - Incentivize participation and consistency
  - Minimize financial risk for operators and processing of reimbursements
- Baseline Funding Distribution formula
  - Up to half of the 50% discount eligible for reimbursement
  - 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 <sup>8</sup>

# 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;

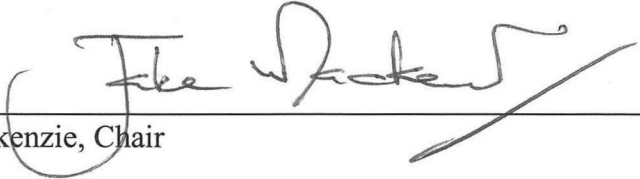
WHEREAS, MTC has conducted the Regional Means-Based Fare Pricing Study;

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<sup>®</sup> START<sup>SM</sup>)

# **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**

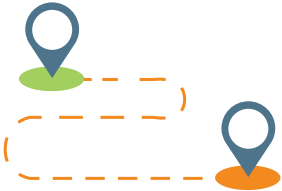
## Twenty One Transit Agencies Participating in Clipper START





# Key Accomplishments of the Pilot Program

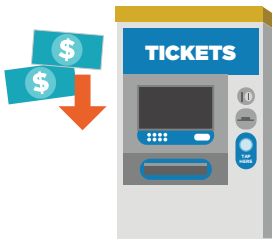
Baseline program accomplishments, so far...



**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® START<sup>SM</sup> 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® START<sup>SM</sup> 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

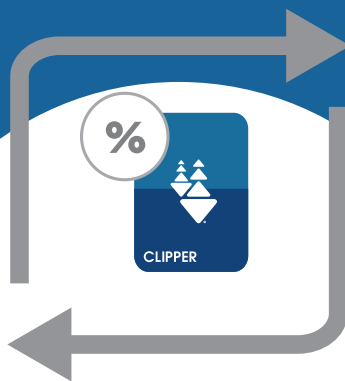
The Clipper® START<sup>SM</sup> program aims to address the systemic challenges in the region with the goals of:



**Making transit more affordable for transit-reliant individuals earning low-income**



**Developing implementation options that are financially viable and administratively feasible**

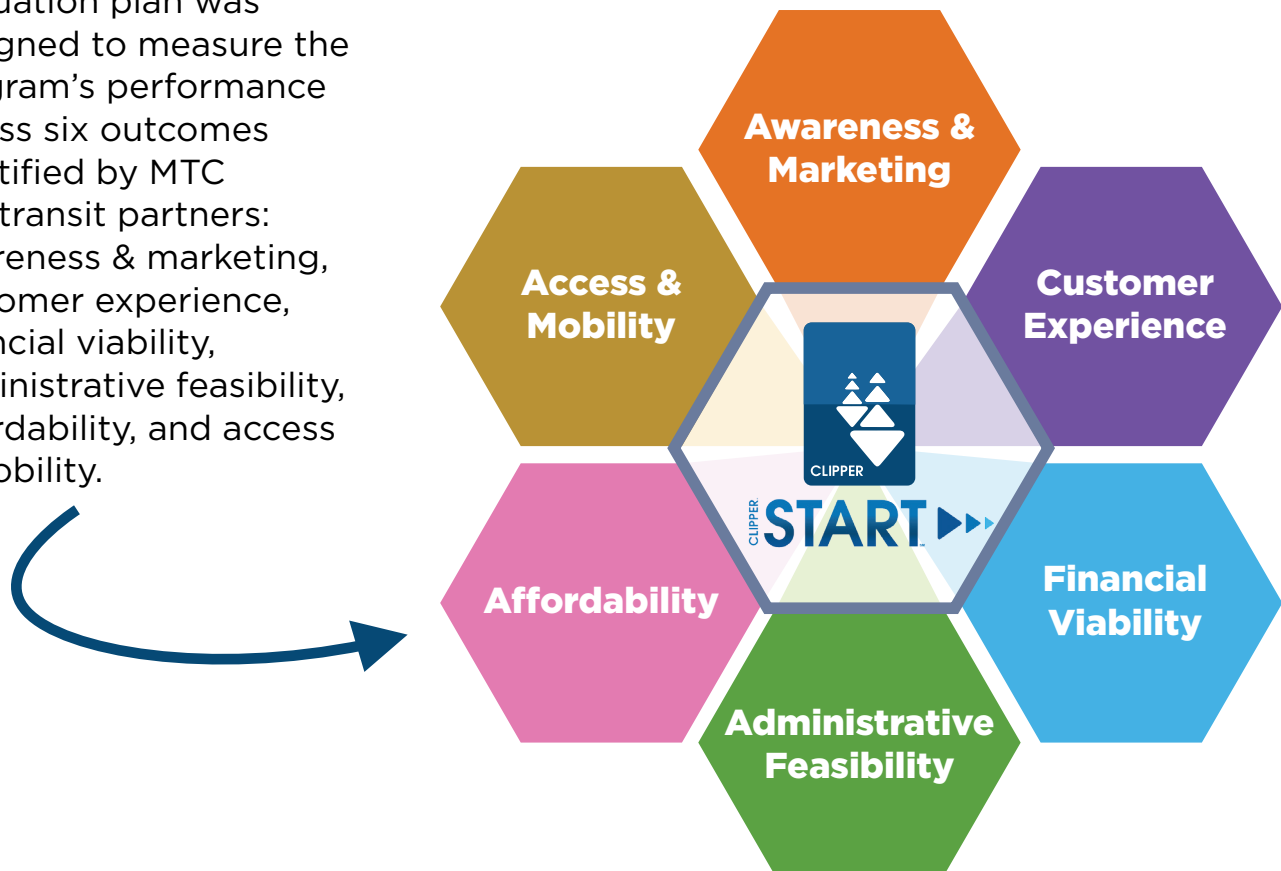


**Moving towards a more consistent regional standard for fare discounts**

# 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® START<sup>SM</sup> 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<sup>SM</sup> Application Survey, Clipper® Data Store, National Transit Database, MTC Lifeline Program

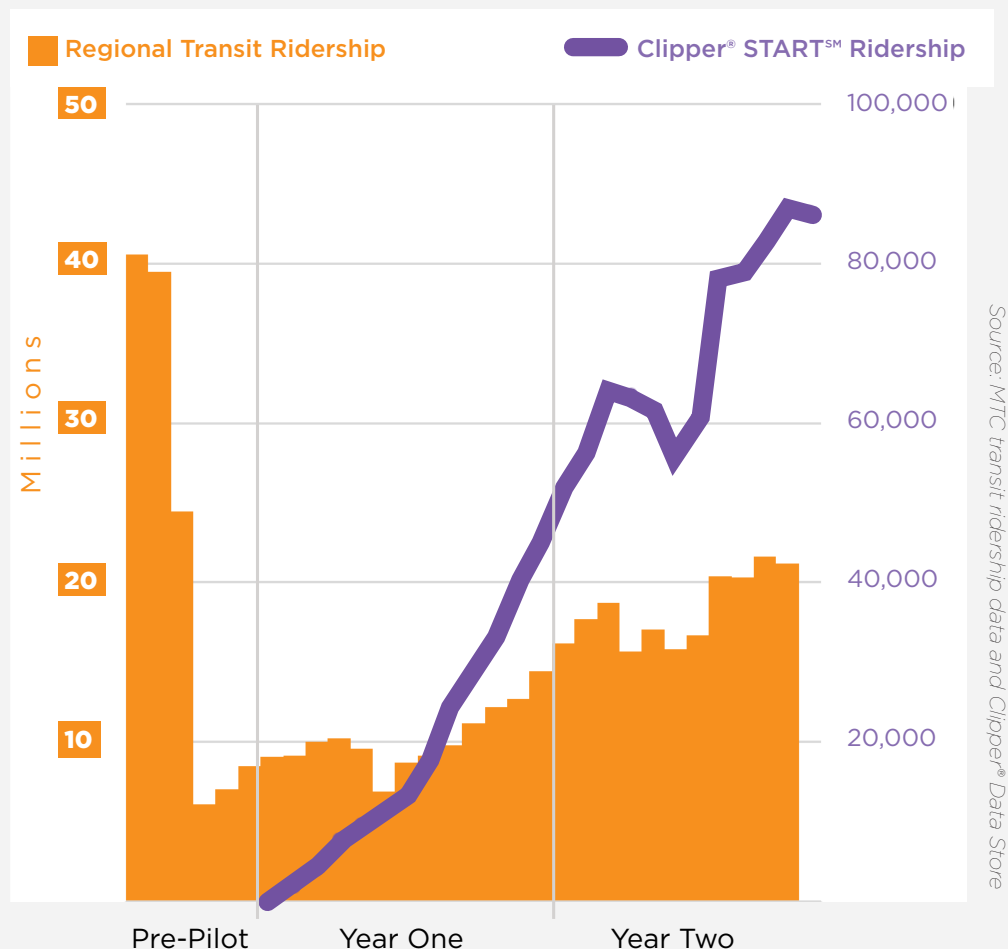
\*Program uptake was calculated by comparing program applications by transit agency used to the estimated number of unique transit riders for each transit agency. Unique transit riders were estimated using transit ridership between July 2020 and July 2021, percentage of low-income ridership by agency, 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® START<sup>SM</sup> 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® START<sup>SM</sup> ridership, however, has increased at a faster rate than ridership recovery in the Bay Area. Launching Clipper® START<sup>SM</sup> 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® START<sup>SM</sup> Ridership***



# OUTCOME 1

## AWARENESS & MARKETING

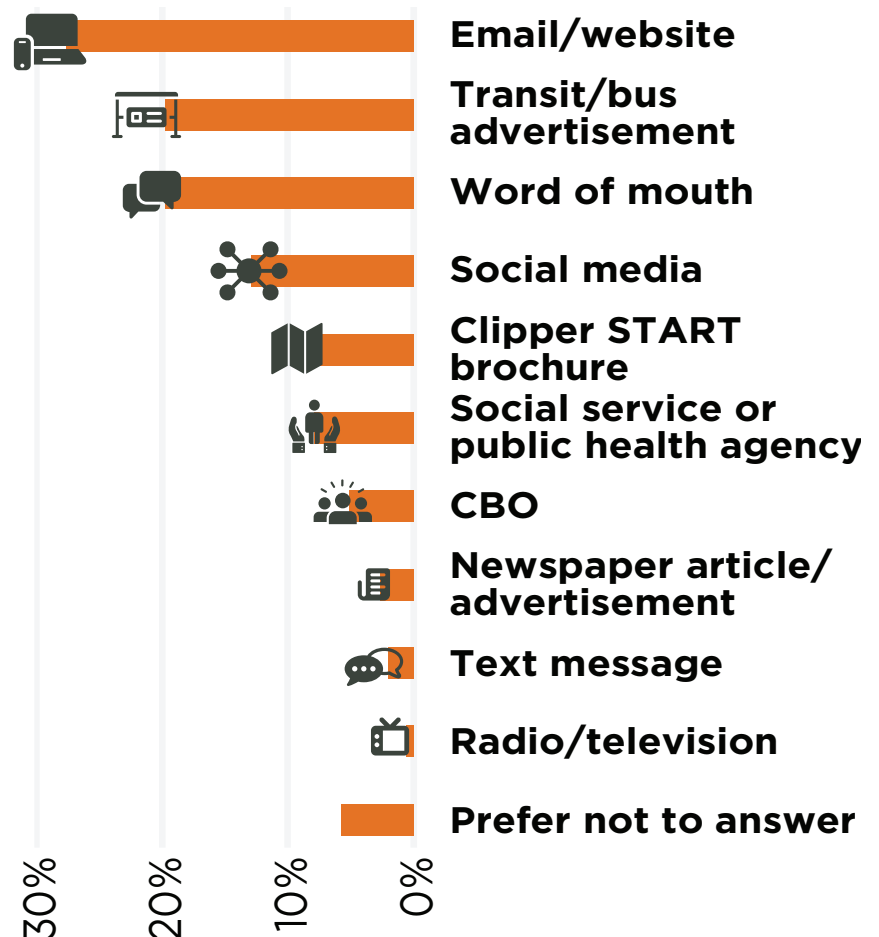
### How effective was the outreach program in reaching eligible riders?

MTC developed and implemented a multilingual marketing campaign for the Clipper® START<sup>SM</sup> 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.

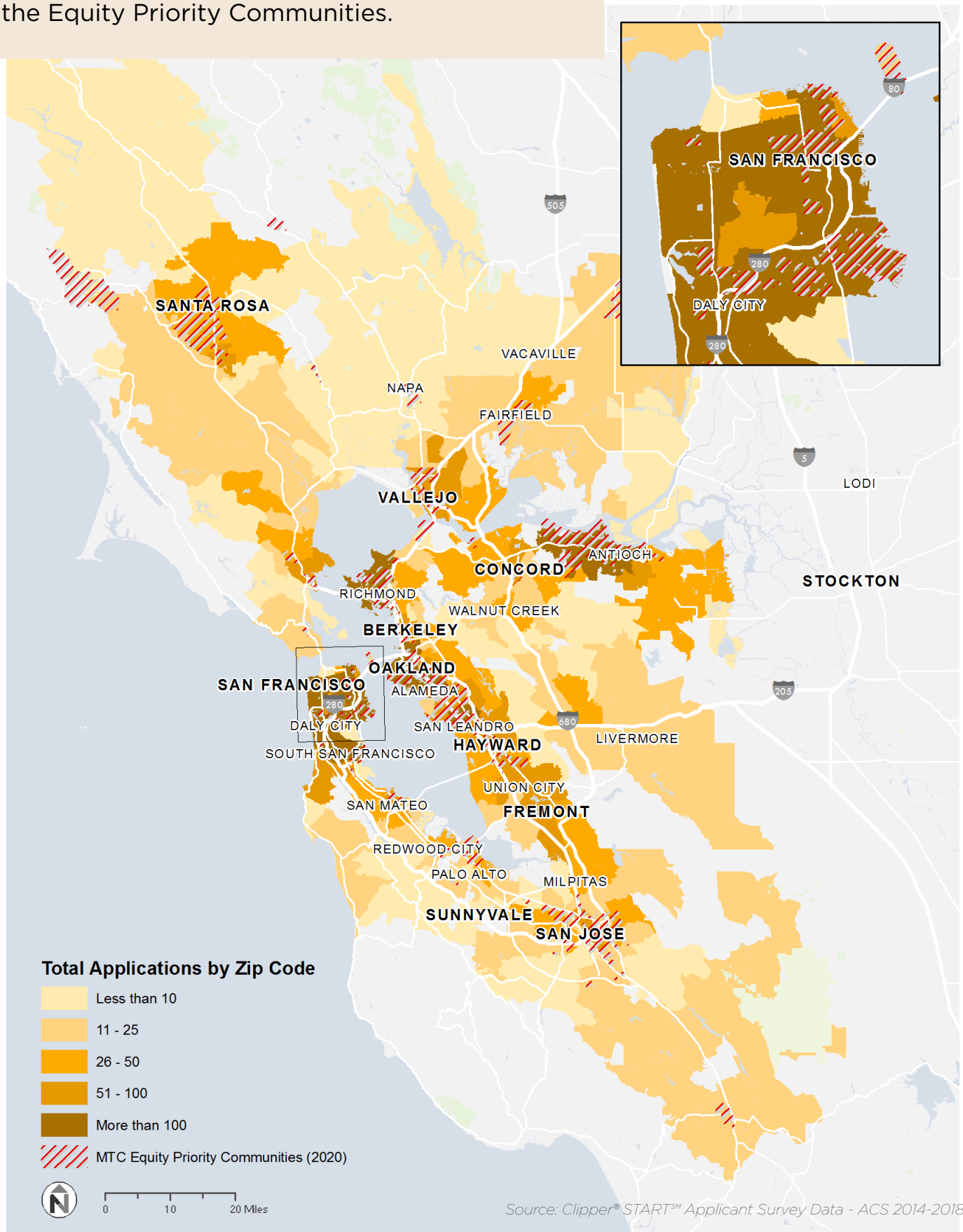
#### Completed Applications by How Applicant Learned About Program (n = 14,844)



Source: Clipper® START<sup>SM</sup> 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® START<sup>SM</sup> program say they would like to apply.



**Completed Applications by Household Income, Gender, and Race/Ethnicity**  
(n = 6,720)



**73%**  
have household income less than \$20K



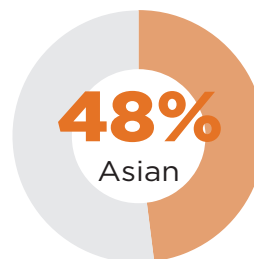
**59%**  
women

**KEY FINDING**

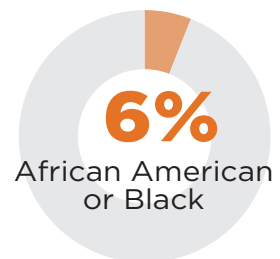
- The majority of program applicants overwhelmingly represent the critical populations for which the program was designed.



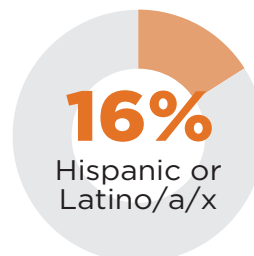
**76%**  
BIPOC  
(Black, Indigenous, People of Color)



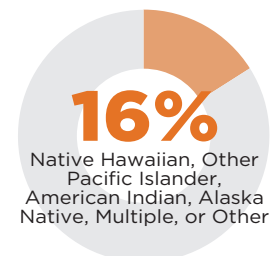
**48%**  
Asian



**6%**  
African American or Black



**16%**  
Hispanic or Latino/a/x



**16%**  
Native Hawaiian, Other Pacific Islander, American Indian, Alaska Native, Multiple, or Other

Source: Clipper® START<sup>SM</sup> 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® START<sup>SM</sup> riders and potential participants expressed a desire for more Clipper® START<sup>SM</sup> 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® START<sup>SM</sup> Applicant Survey Data



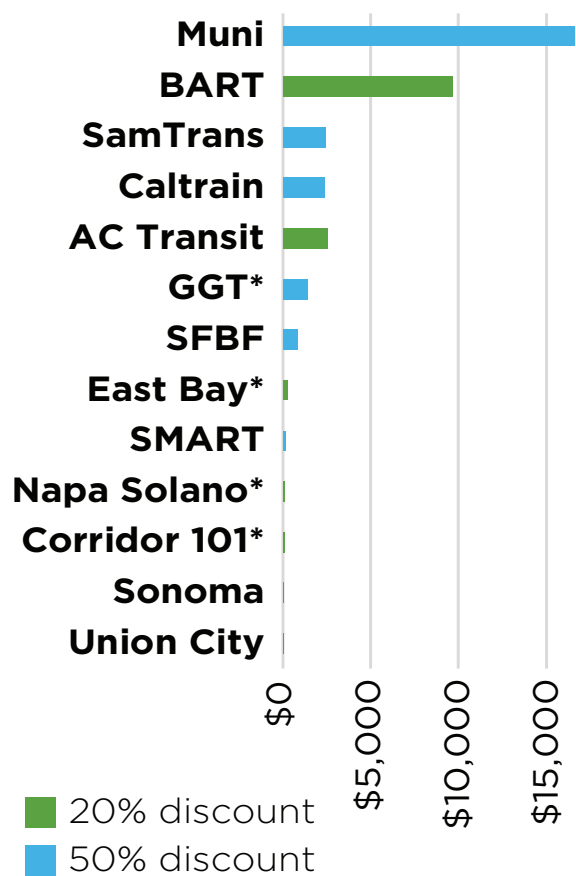
# OUTCOME 3

## FINANCIAL VIABILITY

### What are the financial impacts of Clipper® START<sup>SM</sup> 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

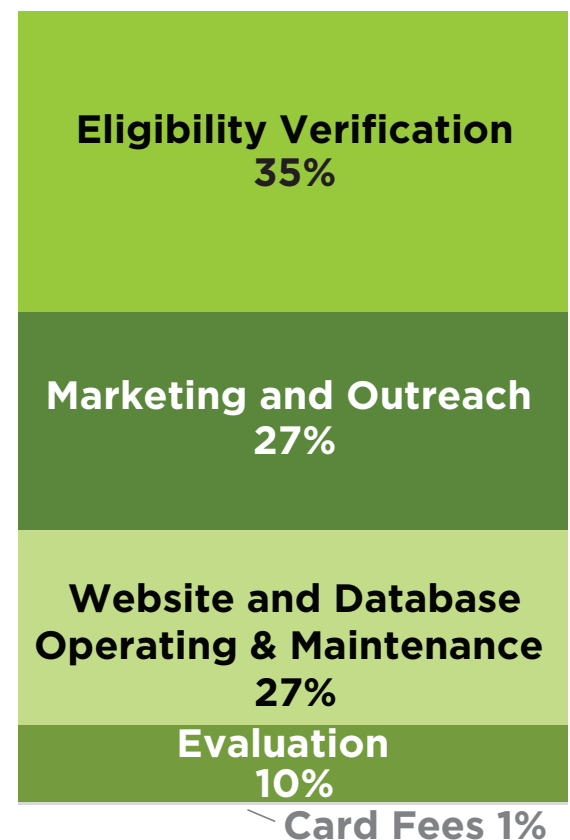
**Can the program be efficiently administered w/the current model of 3rd party eligibility verifier, web portal tool, and transit and social service agencies?**

The development and implementation of the Clipper® START<sup>SM</sup> 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® START<sup>SM</sup>, 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® START<sup>SM</sup>."***



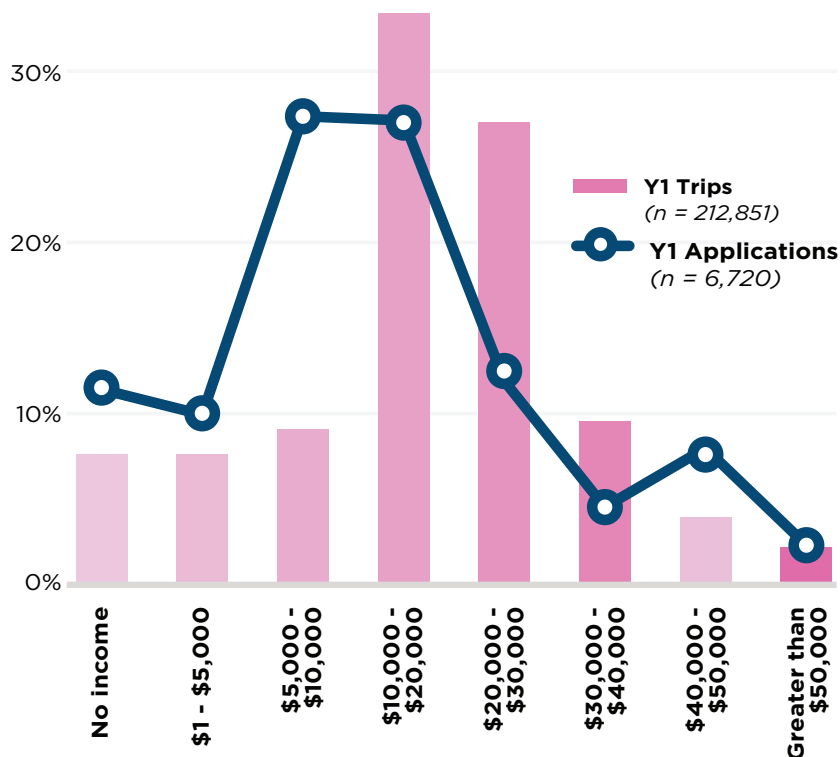
*"I used to have to walk everywhere. **Clipper® START<sup>SM</sup> has saved my finances.** 20% may seem like so little of a discount to some people, but that means that is money that I can use for food or to put away for a rainy day."*



## Clipper® START<sup>SM</sup> 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® START<sup>SM</sup> 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)

# OUTCOME 6

## ACCESS & MOBILITY

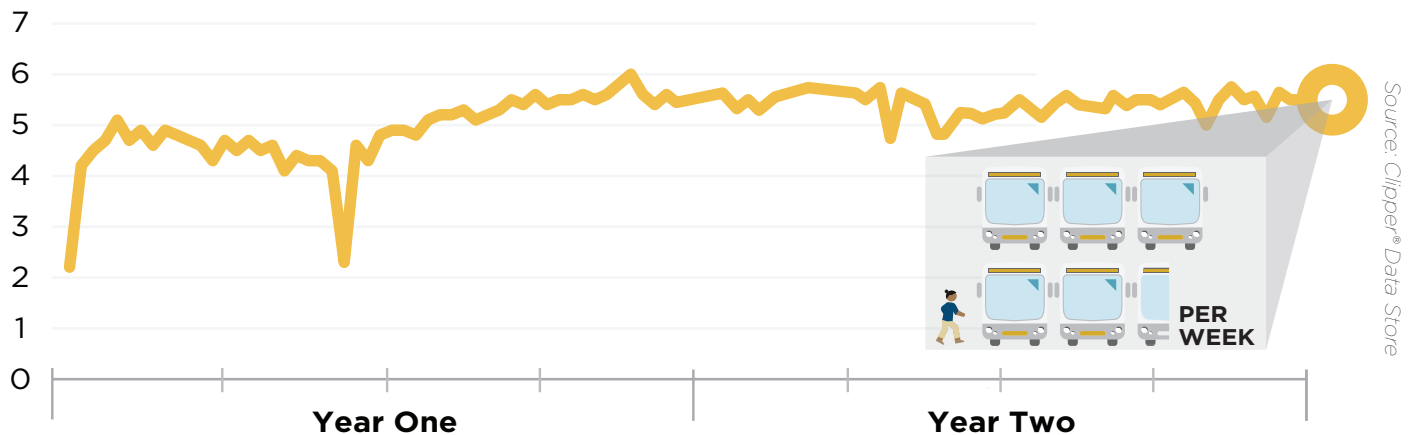
### Do enrollees have improved mobility and access to opportunities by transit because of the discount?

By improving the affordability of transit trips, the Clipper® START<sup>SM</sup> 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® START<sup>SM</sup> trips.<sup>2</sup>
- Program participants are taking an average of 5.6 trips per week.

#### *Average Clipper® START<sup>SM</sup> Participant Trips by Week*

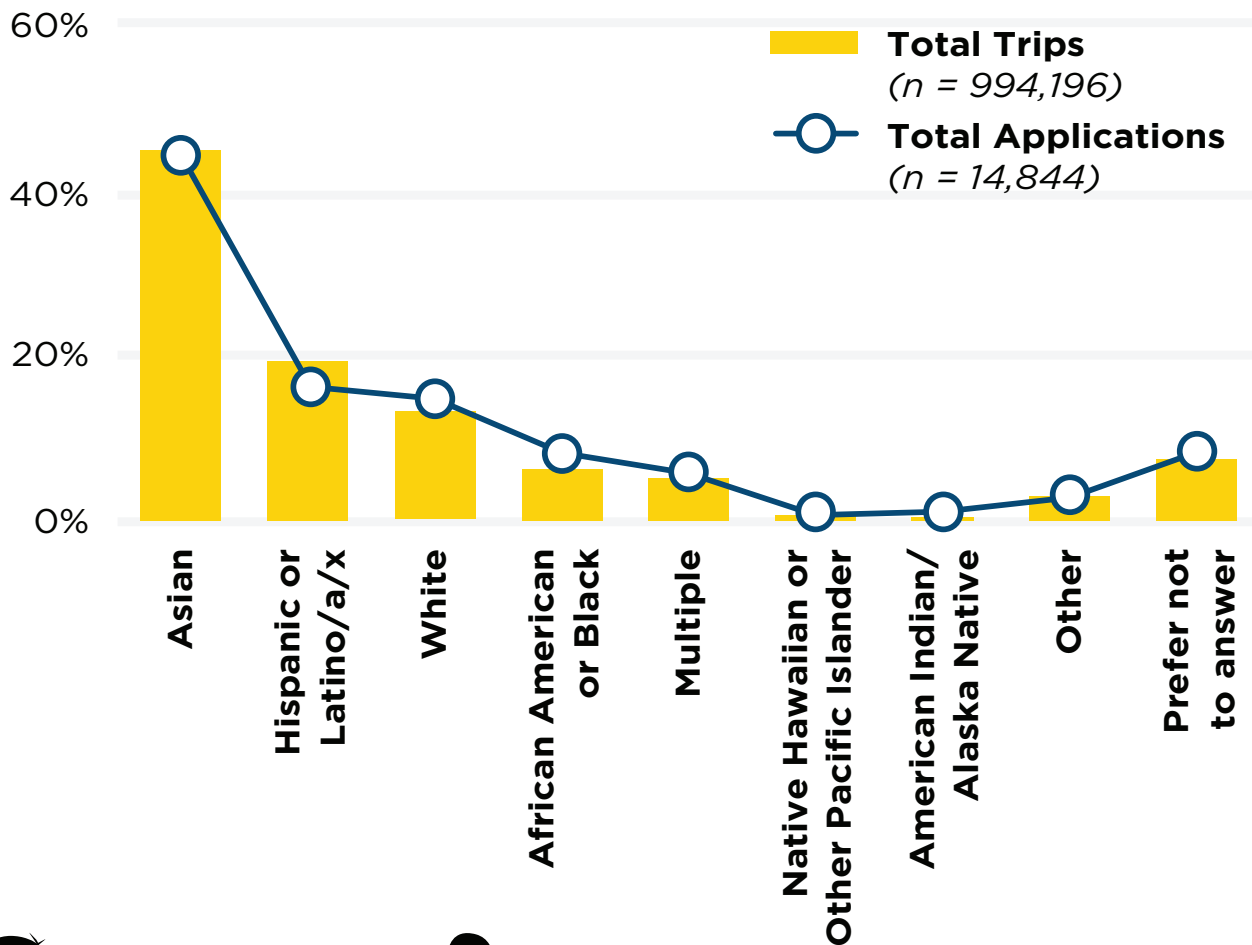


***“Makes me want to do more for me and my family on public transportation for necessity, but also for fun—like going to SF for free museum days!”***

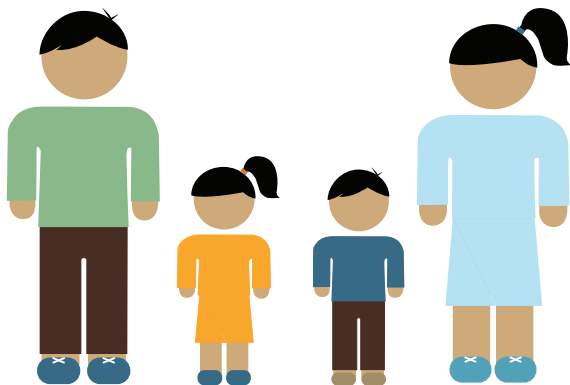
## KEY FINDINGS

- Most of the Clipper® START<sup>SM</sup> 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® START<sup>SM</sup> 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® START<sup>SM</sup> Trips and Applications by Race/Ethnicity



Source: Clipper® Data Store and Applicant Survey Data





# OPPORTUNITIES FOR CHANGE

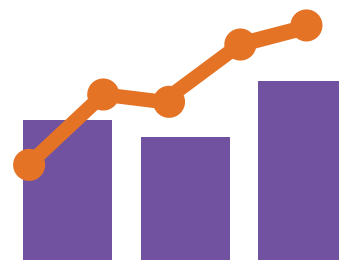
## Lessons from the First Two Years of the Pilot

The first two years of the Clipper® START<sup>SM</sup> 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® START<sup>SM</sup> pilot: increase uptake among eligible individuals, improve customer experience, and

Potential Strategies	Desired Goal(s)	Relevant Outcomes
<b>1 Design and implement a Customer-Focused Marketing Campaign, Grounded in Engagement, Education, and Equity Partnerships</b> 		
<ul style="list-style-type: none"> <li>• Use of structured, intentional <b>and relational outreach</b> by travel behavior (hubs). Build upon those already serving EPCs.</li> <li>• Engage through identified champions by <b>geography, culture, agency</b> for promotion and education (promatores/community ambassador model)</li> <li>• <b>Educate</b> customers, CBOs, and transit station/drivers/security staff about the program and how it works.</li> </ul>	→ Increase Uptake	<b>1</b> Awareness & Marketing <b>2</b> Customer Experience <b>5</b> Affordability <b>6</b> Access & Mobility
<ul style="list-style-type: none"> <li>• <b>Review marketing strategies</b> by experts/community serving the demographic</li> <li>• <b>Review website and print materials</b> for understanding and comprehensiveness of information provided</li> </ul>	→ Increase Uptake → Improve Customer Experience	<b>1</b> Awareness & Marketing <b>2</b> Customer Experience <b>6</b> Access & Mobility
<b>2 Improve Product for Better Customer Experience</b> 		
<ul style="list-style-type: none"> <li>• <b>Consistent discount across participating Agencies.</b> 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</li> </ul>	→ Improve Customer Experience	<b>1</b> Awareness & Marketing <b>2</b> Customer Experience <b>3</b> Financial Viability <b>4</b> Administrative Feasibility <b>5</b> Affordability <b>6</b> 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"> <li><b>Fare cap/accumulator pass:</b> 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.</li> </ul>	<ul style="list-style-type: none"> <li>→ Increase Uptake</li> <li>→ Improve Customer Experience</li> </ul>	<ul style="list-style-type: none"> <li>2 Customer Experience</li> <li>3 Financial Viability</li> <li>4 Administrative Feasibility</li> <li>5 Affordability</li> <li>6 Access &amp; Mobility</li> </ul>

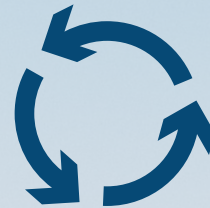
### 3 Simplify Access to the Clipper® START<sup>SM</sup> card

<ul style="list-style-type: none"> <li><b>Auto-enroll individuals that receive other social benefits (e.g. Cal-Fresh) in Clipper® START<sup>SM</sup>.</b> Eliminates burden of providing documentation during Clipper® START<sup>SM</sup> application process; reduces costs associated with eligibility verification.</li> </ul>	<ul style="list-style-type: none"> <li>→ Increase Uptake</li> <li>→ Decrease Program Costs</li> <li>→ Improve Customer Experience</li> </ul>	<ul style="list-style-type: none"> <li>1 Awareness &amp; Marketing</li> <li>2 Customer Experience</li> <li>4 Administrative Feasibility</li> <li>5 Affordability</li> <li>6 Access &amp; Mobility</li> </ul>
<ul style="list-style-type: none"> <li><b>Increase income eligibility threshold above 200% FPL</b> (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.</li> </ul>	<ul style="list-style-type: none"> <li>→ Increase Uptake</li> </ul>	<ul style="list-style-type: none"> <li>2 Customer Experience</li> <li>3 Financial Viability</li> <li>5 Affordability</li> <li>6 Access &amp; Mobility</li> </ul>
<ul style="list-style-type: none"> <li><b>Self-verification</b> 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.</li> </ul>	<ul style="list-style-type: none"> <li>→ Increase Uptake</li> <li>→ Decrease Program Costs</li> <li>→ Improve Customer Experience</li> </ul>	<ul style="list-style-type: none"> <li>1 Awareness &amp; Marketing</li> <li>2 Customer Experience</li> <li>4 Administrative Feasibility</li> <li>5 Affordability</li> <li>6 Access &amp; Mobility</li> </ul>



## 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® START<sup>SM</sup>, 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

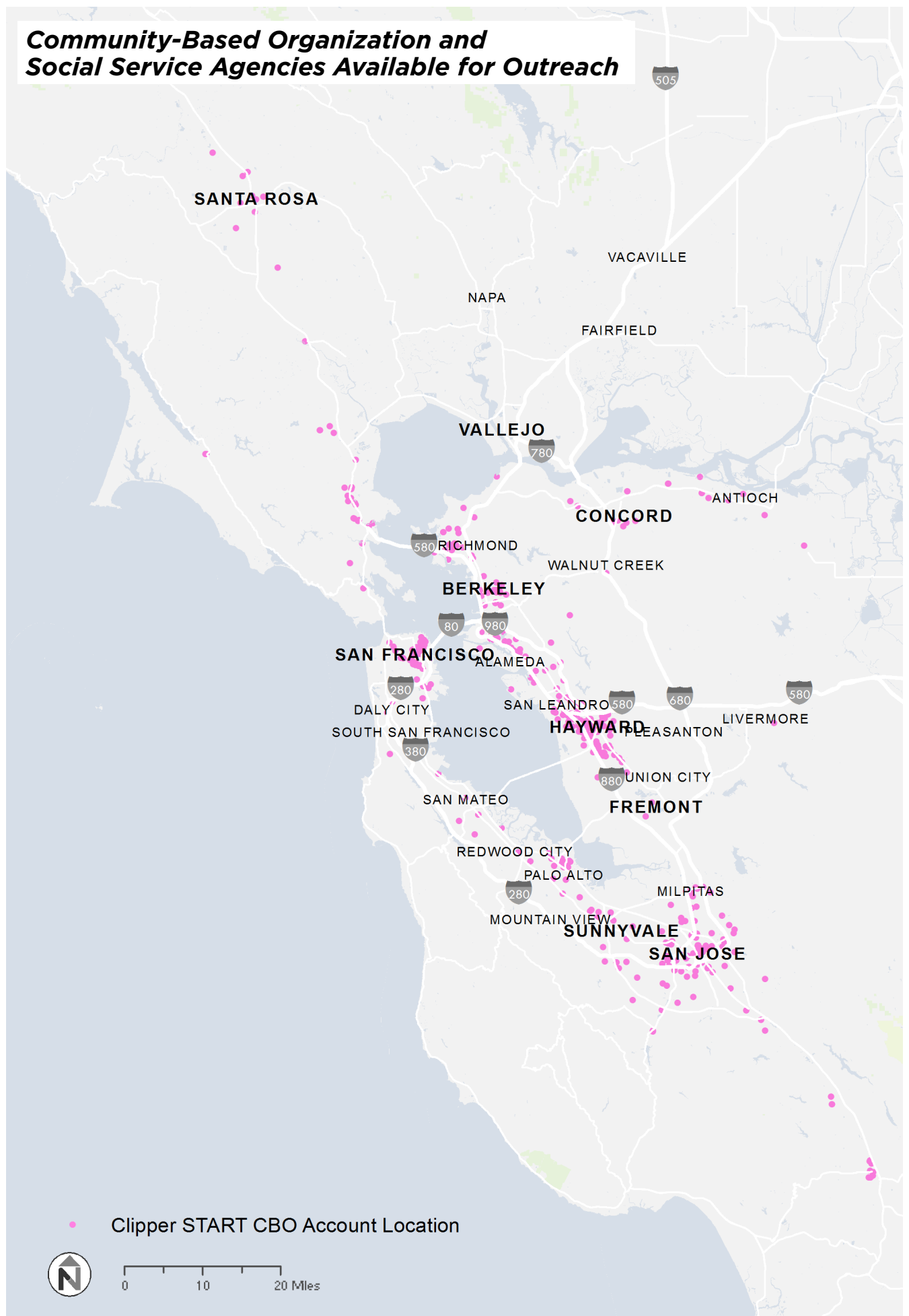
- Commission
- Policy Advisory Council's Equity and Access Sub-Committee
- MTC Executive Committee
- Clipper START Team: Lysa Hale (PM), Helise Cohn, Sarah Doggett, Carol Kuester, Melanie Choy, Drennen Shelton, Theresa Romell, Brooke Fotheringham, Shauna Callow

### 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 #:** 23-0760      **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, 4584, 4585, 4586, 4591, 4592, 4593, 4594, and 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:** [11b 23-0760 MTC Resolutions 4583 to 4586 and 4591 to 4595 RM3 Allocations.pdf](#)  
[3c 23-0760 MTC Resolutions 4583 to 4586 and 4591 to 4595 RM3 Allocations.pdf](#)

Date	Ver.	Action By	Action	Result
6/14/2023	1	Programming and Allocations Committee		

### Subject:

MTC Resolution Nos. 4583, 4584, 4585, 4586, 4591, 4592, 4593, 4594, and 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 NVT**

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**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 (NVT); SR-29 Soscol Junction (NVT); 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.

<b>Project Sponsor</b>	<b>Reso. No. / RM3 Proj. #</b>	<b>Project Title</b>	<b>LONP Amount (\$millions)</b>	<b>Allocation Request Amount (\$millions)</b>
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
<b>Total</b>			<b>\$274.5</b>	<b>\$271.6</b>

\* 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



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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.

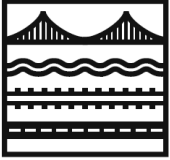
METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

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





# Regional Measure 3

## Allocation of Funds

### Allocation Summary

<b>RM3 Project Number</b>	27
<b>Project Title</b>	State Route 29 Improvement
<b>Project Sponsor</b>	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

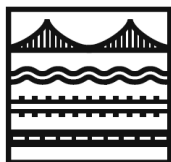
### Allocation of Funds

#### Conditions of Allocation

<b>RM3 Project Number</b>	27
<b>Project Title</b>	State Route 29 Improvement
<b>Project Sponsor</b>	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	

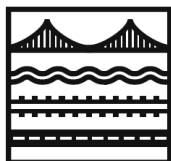


## Regional Measure 3

### 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

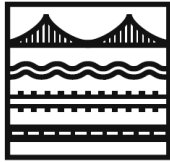
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

<b>RM3 Project Number</b>	27
<b>Project Title</b>	State Route 29 Improvement
<b>Project Sponsor</b>	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		
<b>Capital Funding Total</b>			\$ 53,969		



## Regional Measure 3

### Allocation of Funds

#### Cash Flow Plan

<b>RM3 Project Number</b>	27
<b>Project Title</b>	State Route 29 Improvement
<b>Project Sponsor</b>	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
<b>RM 3 Funding Subtotal</b>		\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000
<b>Capital Funding Total</b>		\$ 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

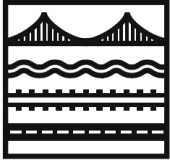
RESOLVED, that a certified copy of this resolution shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

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



# Regional Measure 3

## Allocation of Funds

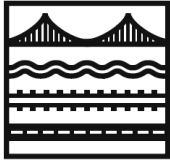
### Allocation Summary

<b>RM3 Project Number</b>	26.1
<b>Project Title</b>	Vine Transit Maintenance Facility
<b>Project Sponsor</b>	Napa Valley Transportation Authority (NVRTA)

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

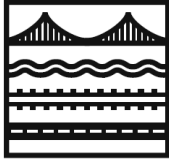
### Allocation of Funds

#### Conditions of Allocation

<b>RM3 Project Number</b>	26.1
<b>Project Title</b>	Vine Transit Maintenance Facility
<b>Project Sponsor</b>	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

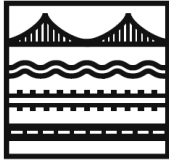


## Regional Measure 3

### 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 Resoltuion 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

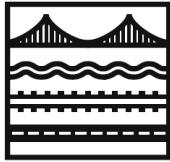
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

<b>RM3 Project Number</b>	26.1
<b>Project Title</b>	Vine Transit Maintenance Facility
<b>Project Sponsor</b>	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		
	<b>Capital Funding Total</b>		\$ 40,650		



## Regional Measure 3

### Allocation of Funds

#### Cash Flow Plan

<b>RM3 Project Number</b>	26.1
<b>Project Title</b>	Vine Transit Maintenance Facility
<b>Project Sponsor</b>	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
<b>RM 3 Funding Subtotal</b>		\$ -	\$ 18,000	\$ 2,000	\$ -	\$ -	\$ -	\$ 20,000
<b>Capital Funding Total</b>		\$ -	\$ 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

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

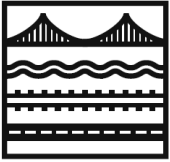
RESOLVED, that a certified copy of this resolution shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

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



## Regional Measure 3

### Allocation of Funds

#### Allocation Summary

<b>RM3 Project Number</b>	19
<b>Project Title</b>	I-680/SR-4 Interchange Improvements
<b>Project Sponsor</b>	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.

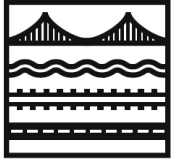
LONP approved for \$8 million for PS&E on February 24, 2021.

#### 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

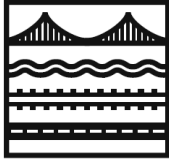
### Allocation of Funds

#### Conditions of Allocation

<b>RM3 Project Number</b>	19
<b>Project Title</b>	I-680/SR-4 Interchange Improvements
<b>Project Sponsor</b>	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	

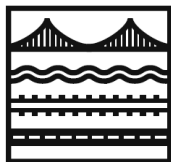


## Regional Measure 3

### 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

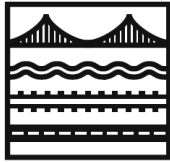
### Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

<b>RM3 Project Number</b>	19
<b>Project Title</b>	I-680/SR-4 Interchange Improvements
<b>Project Sponsor</b>	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		
<b>Capital Funding Total</b>			\$ 431,109		





## Regional Measure 3

### Allocation of Funds

#### Cash Flow Plan

<b>RM3 Project Number</b>	19
<b>Project Title</b>	I-680/SR-4 Interchange Improvements
<b>Project Sponsor</b>	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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>RM 3 Funding Subtotal</b>		\$ -	\$ -	\$ 13,000	\$ -	\$ -	\$ -	\$ 13,000
<b>Capital Funding Total</b>		\$ -	\$ -	\$ 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

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Alfredo Pedroza, Chair

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



## Regional Measure 3

### Allocation of Funds

#### Allocation Summary

<b>RM3 Project Number</b>	19
<b>Project Title</b>	I-680/SR-4 Interchange Improvements
<b>Project Sponsor</b>	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.

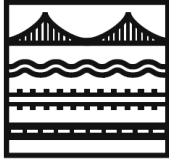
LONP approved for \$8 million for PS&E on February 24, 2021.

#### 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

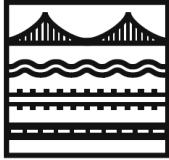
### Allocation of Funds

#### Conditions of Allocation

<b>RM3 Project Number</b>	19
<b>Project Title</b>	I-680/SR-4 Interchange Improvements
<b>Project Sponsor</b>	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	



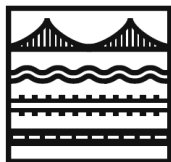
## Regional Measure 3

### 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.		





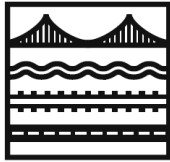
## Regional Measure 3

### Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

<b>RM3 Project Number</b>	19
<b>Project Title</b>	I-680/SR-4 Interchange Improvements
<b>Project Sponsor</b>	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		
<b>Capital Funding Total</b>			\$ 431,109		



## Regional Measure 3

### Allocation of Funds

#### Cash Flow Plan

<b>RM3 Project Number</b>	19
<b>Project Title</b>	I-680/SR-4 Interchange Improvements
<b>Project Sponsor</b>	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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>RM 3 Funding Subtotal</b>		\$ -	\$ -	\$ 13,000	\$ -	\$ -	\$ -	\$ 13,000
<b>Capital Funding Total</b>		\$ -	\$ -	\$ 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

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

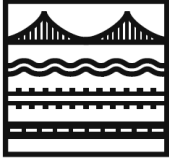
RESOLVED, that a certified copy of this resolution shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

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



## Regional Measure 3

### Allocation of Funds

#### Allocation Summary

<b>RM3 Project Number</b>	2.1
<b>Project Title</b>	I-80 Express Lanes in Solano County
<b>Project Sponsor</b>	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.

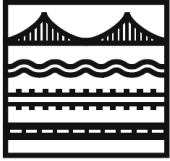
#### Funding Information:

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

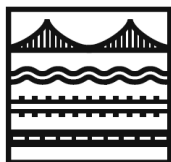
### Allocation of Funds

#### Conditions of Allocation

<b>RM3 Project Number</b>	2.1
<b>Project Title</b>	I-80 Express Lanes in Solano County
<b>Project Sponsor</b>	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	

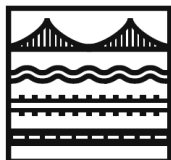


## Regional Measure 3

### Allocation of Funds

#### IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

<b>RM3 Project Number</b>	2.1	
<b>Project Title</b>	I-80 Express Lanes in Solano County	
<b>Lead Sponsor(s)</b>	<b>Other Sponsor(s)</b>	<b>Implementing Agency</b>
Solano Transportation Authority (STA)		STA/Caltrans
<b>Legislated Project Description</b>		<b>RM3 Legislated Funding (in \$1,000s)</b>
(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
<b>Sponsor Programming and Allocation Request Action</b>		
The Solano Transportation Authority will consider the allocation resolution at its meeting on June 14, 2023.		
<b>Detailed Project/Subproject Description</b>		
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.		



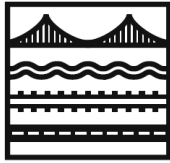
## Regional Measure 3

### Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

<b>RM3 Project Number</b>	2.1
<b>Project Title</b>	I-80 Express Lanes in Solano County
<b>Project Sponsor</b>	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		
<b>Capital Funding Total</b>			\$ 248,724		



## Regional Measure 3

### Allocation of Funds

#### Cash Flow Plan

<b>RM3 Project Number</b>	2.1
<b>Project Title</b>	I-80 Express Lanes in Solano County
<b>Project Sponsor</b>	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
<b>RM 3 Funding Subtotal</b>		\$ -	\$ 70,424	\$ -	\$ -	\$ -	\$ -	\$ 70,424
<b>Capital Funding Total</b>		\$ 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

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.

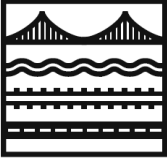


METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

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



## Regional Measure 3

### Allocation of Funds

#### Allocation Summary

<b>RM3 Project Number</b>	2.2
<b>Project Title</b>	I-80 Express Lanes project in Solano County (Toll Systems)
<b>Project Sponsor</b>	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

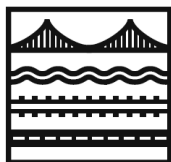
### Allocation of Funds

#### Conditions of Allocation

<b>RM3 Project Number</b>	2.2
<b>Project Title</b>	I-80 Express Lanes project in Solano County (Toll Systems)
<b>Project Sponsor</b>	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

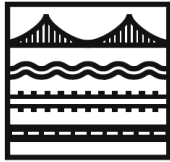
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

<b>RM3 Project Number</b>	2.2
<b>Project Title</b>	I-80 Express Lanes project in Solano County (Toll Systems)
<b>Project Sponsor</b>	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	Jan-22	May-25
	CON Subtotal		\$ 31,276		
<b>Capital Funding Total</b>			\$ 31,276		



## Regional Measure 3

### Allocation of Funds

#### Cash Flow Plan

<b>RM3 Project Number</b>	2.2
<b>Project Title</b>	I-80 Express Lanes project in Solano County (Toll Systems)
<b>Project Sponsor</b>	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
<b>RM 3 Funding Subtotal</b>		\$ -	\$ 14,576	\$ 16,700	\$ -	\$ -	\$ -	\$ 31,276
<b>Capital Funding Total</b>		\$ -	\$ 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

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Alfredo Pedroza, Chair

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



# Regional Measure 3

## Allocation of Funds

### Allocation Summary

<b>RM3 Project Number</b>	20.1
<b>Project Title</b>	US-101 Marin-Sonoma Narrows (Marin Segment)
<b>Project Sponsor</b>	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.

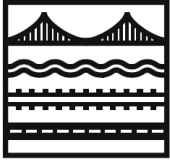
LONP approved for the CON phase for \$80,878,000 on Apr. 28, 2021.

#### 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

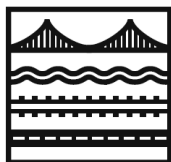
### Allocation of Funds

#### Conditions of Allocation

<b>RM3 Project Number</b>	20.1
<b>Project Title</b>	US-101 Marin-Sonoma Narrows (Marin Segment)
<b>Project Sponsor</b>	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	

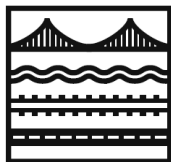


## Regional Measure 3

### Allocation of Funds

#### IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

<b>RM3 Project Number</b>	20.1	
<b>Project Title</b>	US-101 Marin-Sonoma Narrows (Marin Segment)	
<b>Lead Sponsor(s)</b>	<b>Other Sponsor(s)</b>	<b>Implementing Agency</b>
Transportation Authority of Marin (TAM)		TAM
<b>Legislated Project Description</b>		<b>RM3 Legislated Funding (in \$1,000s)</b>
(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
<b>Sponsor Programming and Allocation Request Action</b>		
The TAM Board will consider the allocation resolution at its meeting on June 22, 2023.		
<b>Detailed Project/Subproject Description</b>		
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.		



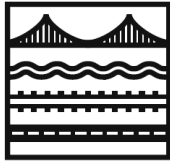
## Regional Measure 3

### Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

<b>RM3 Project Number</b>	20.1
<b>Project Title</b>	US-101 Marin-Sonoma Narrows (Marin Segment)
<b>Project Sponsor</b>	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		
<b>Capital Funding Total</b>			\$ 135,641		



## Regional Measure 3

### Allocation of Funds

#### Cash Flow Plan

<b>RM3 Project Number</b>	20.1
<b>Project Title</b>	US-101 Marin-Sonoma Narrows (Marin Segment)
<b>Project Sponsor</b>	Transportation Authority of Marin

#### 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)
	ENV							\$ -
								\$ -
								\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TAM Local Funds	PSE	\$ 4,800						\$ 4,800
SB1- Local Partner	PSE	\$ 500						\$ 500
Federal Surface T	PSE	\$ 2,000						\$ 2,000
PSE Subtotal		\$ 7,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,300
TAM Local Funds	ROW	\$ 245						\$ 245
RM3	ROW	\$ 7,100						\$ 7,100
								\$ -
ROW Subtotal		\$ 7,345	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,345
SCCP	CON	\$ 40,118						\$ 40,118
RM3	CON	\$ 80,878						\$ 80,878
								\$ -
								\$ -
								\$ -
CON Subtotal		\$ 120,996	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,996
<b>RM 3 Funding Subtotal</b>		\$ 87,978	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 87,978
<b>Capital Funding Total</b>		\$ 135,641	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 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

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

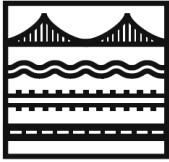
RESOLVED, that a certified copy of this resolution shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

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



## Regional Measure 3

### Allocation of Funds

#### Allocation Summary

<b>RM3 Project Number</b>	21.1
<b>Project Title</b>	I-80/I-680/SR-12 Interchange Project (Package 2)
<b>Project Sponsor</b>	Solano Transportation Authority

#### Activities to be funded with Allocation #1:

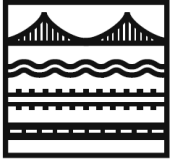
This allocation will fund the right-of-way phase for the I-80/680/SR-12 Interchange project (Package 2).  
 LONPs for right-of-way phase approved for: \$375,000 on Jan. 26, 2022; \$800,000 on Jun. 22, 2022; and \$700,000 on Feb. 15, 2023.

#### 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

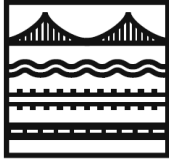
### Allocation of Funds

#### Conditions of Allocation

<b>RM3 Project Number</b>	21.1
<b>Project Title</b>	I-80/I-680/SR-12 Interchange Project (Package 2)
<b>Project Sponsor</b>	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	

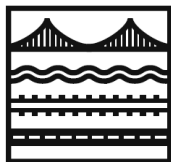


## Regional Measure 3

### 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.		



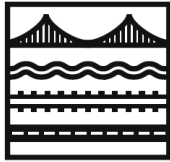
## Regional Measure 3

### Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

<b>RM3 Project Number</b>	21.1
<b>Project Title</b>	I-80/I-680/SR-12 Interchange Project (Package 2)
<b>Project Sponsor</b>	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		
<b>Capital Funding Total</b>			\$ 98,375		



## Cash Flow Plan

<b>RM3 Project Number</b>	21.1
<b>Project Title</b>	I-80/I-680/SR-12 Interchange Project (Package 2)
<b>Project Sponsor</b>	Solano Transportation Authority

Funding Source	Phase	Prior	2022-23	2023-24	2024-25	2025-26	Future committed	Total Amount (\$ thousands)
RM 3	ENV							\$ -
								\$ -
								\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STIP	PS&E	\$ 9,000						\$ 9,000
								\$ -
								\$ -
PSE Subtotal		\$ 9,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000
RM 3	ROW	\$ 1,875						\$ 1,875
STIP	ROW	\$ 3,200						\$ 3,200
RM 3 (Pending)	ROW	\$ 7,300						\$ 7,300
ROW Subtotal		\$ 12,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,375
RM 3 (Pending)	CON	\$ 7,100						\$ 7,100
SB1 TCEP	CON	\$ 53,200						\$ 53,200
RM 3 (Pending)	CON	\$ 16,700						\$ 16,700
								\$ -
								\$ -
CON Subtotal		\$ 77,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 77,000
RM 3 Funding Subtotal		\$ 32,975	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,975
Capital Funding Total		\$ 98,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 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

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Alfredo Pedroza, Chair

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



# Regional Measure 3

## Allocation of Funds

### Allocation Summary

<b>RM3 Project Number</b>	22
<b>Project Title</b>	I-80 Westbound Truck Scales
<b>Project Sponsor</b>	Solano Transportation Authority

#### Activities to be funded with Allocation #1:

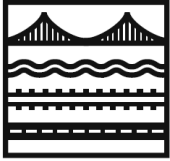
This allocation will fund the PS&E and right-of-way phases for the I-80 Westbound Truck Scales project that will replace the existing Cordelia Truck Scales along Westbound I-80 in Solano County.  
LONP approved for the PS&E phase for \$5,268,000 on April 28, 2021.

#### 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

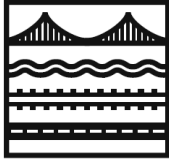
### Allocation of Funds

#### Conditions of Allocation

<b>RM3 Project Number</b>	22
<b>Project Title</b>	I-80 Westbound Truck Scales
<b>Project Sponsor</b>	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	

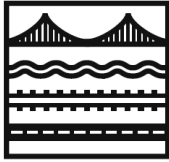


## Regional Measure 3

### 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)

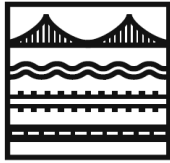
<b>RM3 Project Number</b>	22
<b>Project Title</b>	I-80 Westbound Truck Scales
<b>Project Sponsor</b>	Solano Transportation Authority

#### 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		
<b>Capital Funding Total</b>			\$ 258,002		





## Regional Measure 3

### Allocation of Funds

#### Cash Flow Plan

<b>RM3 Project Number</b>	22
<b>Project Title</b>	I-80 Westbound Truck Scales
<b>Project Sponsor</b>	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
<b>RM 3 Funding Subtotal</b>		\$ -	\$ 30,738	\$ -	\$ 59,500	\$ -	\$ 14,762	\$ 105,000
<b>Capital Funding Total</b>		\$ -	\$ 42,739	\$ 12,001	\$ 91,750	\$ 32,250	\$ 79,262	\$ 258,002



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 23-0734      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 5/3/2023      **In control:** Administration Committee  
**On agenda:** 6/14/2023      **Final action:**  
**Title:** MTC Resolution No. 4576 - Fiscal Year (FY) 2023-24 Operating and Capital Budget  
  
A request that the Commission approve MTC Resolution No. 4576 for Commission approval authorizing the FY 2023-24 MTC Operating and Capital Budgets.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [12a 23-0734 FY2023-24 MTC Resolution 4576 Budgets.pdf](#)  
[12a 23-0734 FY2023-24 MTC Resolution 4576 Budgets Presentation.pdf](#)

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

MTC Resolution No. 4576 - Fiscal Year (FY) 2023-24 Operating and Capital Budget

A request that the Commission approve MTC Resolution No. 4576 for Commission approval authorizing the FY 2023-24 MTC Operating and Capital Budgets.

**Presenter:**

Derek Hansel

**Recommended Action:**

Commission Approval

# Metropolitan Transportation Commission

June 28, 2023

Agenda Item 12a - 23-0734

## Metropolitan Transportation Commission (MTC) Resolution No. 4576 – Fiscal Year (FY) 2023-24 Operating and Capital Budgets

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### Subject:

Staff requests the approval of MTC Resolution No. 4576, authorizing the FY 2023-24 Operating and Capital Budget. The MTC operating budget is balanced as presented. Total operating revenue is budgeted at \$368.0 million, and total operating expenses are \$366.0 million. The proposed budget includes a \$3.1 million transfer to the Capital Budget.

### Summary of Changes from May Draft:

On May 24, 2023, staff presented the draft FY 2023-24 Operating and Capital Budgets to the Commission. The budget proposed for adoption and described below incorporates several changes that result in a \$3.0 million reduction in total operating revenue, which is offset by a \$3.8 million reduction in total operating expenses. Consequently, the projected operating surplus increased from \$1.2 million to \$2.0 million.

The changes between the draft presented in May and the budget proposed for adoption are summarized in Attachment A. The proposed budget includes a \$3.3 million reduction in Surface Transportation Block Grant funds: \$3 million had already been included in a different budget line item, and a \$316 thousand decrease in staff costs due to how positions are assigned between entities. The proposed budget also includes a \$89 thousand reduction to the anticipated carryover of Coastal Conservancy funds, a \$458 thousand increase in State Transit Assistance funding, and adjustments to the transfers between entities that result in a net decrease of \$63 thousand. The \$3.0 million reduction in revenue is offset by corresponding reductions in expenses.

The budget proposed for adoption also includes a \$500 thousand reassignment between consultant and staff costs for the proposed Regional Network Management positions, a \$670 thousand increase to the Continuous Travel Behavior Survey, and general fund savings from duplicated line items and additional overhead recovery. Overall, the changes resulted in a \$3.8 million reduction in operating expenses, and an increase in the operating surplus of \$783 thousand.

The budget proposed for adoption includes no changes to the Capital budget.

**Background:**

While the general economic picture nationally and regionally has largely stabilized and recovered from the challenges posed by the COVID-19 pandemic, there are a number of headwinds that MTC must face as we consider FY 2023-24 and beyond.

These headwinds include:

- inflation, which has been running very high for the past 2 ½ years.
- Higher interest rates, partly driven by increases in short-term interest rates by the Federal Reserve, and partly by the market reaction to both inflation generally and the Federal Reserve's actions
- The crisis in confidence associated with regional banks and their potential failure. This issue has already caused the failure of two banks in the Bay Area (Silicon Valley Bank and First Republic Bank).
- Issues surrounding the extension of the Federal debt limit, and the possible consequences of not doing so.

**Key Budget Development Issues**

While today's economic "top-line" numbers look good, the issues discussed above could present challenges for MTC in FY 2023-24 or FY 2024-25. Furthermore, Bay Area Toll Authority (BATA) toll revenues, which help support MTC overhead through administrative transfers, have not recovered to pre-pandemic levels, while staffing and other costs associated with MTC operations increase.

Staff recognizes the important work that the Commission is promoting across a number of different areas, and acknowledge that our support functions, including information technology, human resources, and finance continue to operate under a significant "capacity deficit".

The proposed FY 2023-24 Operating and Capital Budgets attempt to strike a balance between (1) resourcing staffing needs to address Commission initiatives and priorities such as supporting the implementation of Regional Measure 3 projects, and (2) the need to be fiscally prudent in FY 2023-24 as macroeconomic factors such as interest rates, and local economic factors such as "return-to-work" trends continue to create economic uncertainty.

**FY 2023-24 Budget Assumptions**

The proposed budget incorporates several key assumptions:

- 4.5% cost of living adjustment included in the proposed employment MOU, as recommended by the Administrative Committee on May 10, 2023
- 2.3% interest yield
- Sales tax revenue projections from TDA increase by 7% in comparison to FY 2022-23
- Bridge toll revenue budgeted at the same level as FY 2022-23
- 6% vacancy rate
- Increase in federal and state grant funding, primarily OBAG 3 and REAP 2. 0

**New Positions**

The proposed FY 2023-24 budget includes a total of 386 positions, an increase of 16 new positions, to provide capacity for expanded operational requirements (many of which are funded by outside sources), positions necessary for appropriate operations of BATA, and positions which provide support for all MTC and related agency operations (some of which will be funded by the MTC general fund, some of which will be reimbursed through overhead distribution, and some of which are permanent positions that are being utilized to replace temporary positions and/or contracted services). For those positions being funded by outside (and yet unobligated) funding sources, hiring will be based upon the obligation of those funding sources. The new positions are spread throughout all of the agencies for which MTC is responsible; however, MTC is responsible for authorizing staffing for MTC and all operating entities.

MTC will add the positions to fill needs as follows:

- To address administrative support functions that have been outpaced by MTC's growing portfolio, including information technology, procurement, finance, legal, and human resources (this includes adding full-time staff positions that have been filled on an essentially full-time basis by long-term temporary support).
- To support implementation of the \$4.5 billion Regional Measure 3 expenditure plan
- To support regional forecasting for Plan Bay Area 50+
- Supporting implementation of Regional Network Management

**FY 2023-24 Revenue and Expense**

Total revenue estimated for FY 2023-24 is \$368.0 million, up \$66.4 million from the amended FY 2022-23 budget. A summary of revenue and expenses are shown below. The decrease in federal funding is largely due to budgeting what is expected to be spent in the current year, rather than budgeting total grant amounts. The decreases are more than offset by increases in state and local funding for Regional Early Action Plan 2.0 (REAP 2.0) and Climate Initiative programs.

	<b>Total</b>	<b>% Change</b>	<b>\$ Change</b>
Federal Grants	\$191.6M	(15%)	(\$34.4 M)
State Grants	94.8M	288%	70.4M
Local Funding	29.6M	384%	23.5M
General Fund	16.2M	2%	.038M
Transfer from Other Entities/Funds	7.0M	29%	1.6M
Administrative Overhead Reimbursement	27.4M	25%	5.6M
Other	1.4M	(29%)	(.056M)
<b>Total</b>	<b>\$368.0M</b>	<b>23%</b>	<b>\$66.4M</b>

Total expenses proposed for FY 2023-24 are \$366.0 million, up \$64.8 million from the amended FY 2022-23 budget. The largest part of this increase is for contractual services, which is largely driven by REAP 2.0 funding that will be transferred to Bay Area Housing Finance Authority. A summary of expense changes is shown below:

	<b>Total</b>	<b>% Change</b>	<b>\$ Change</b>
Salaries and Benefits	\$53.1M	15%	\$7.1M
Computer Services	6.2M	36%	1.6M
General Operations	4.8M	19%	0.77M
Consultants	300.3M	23%	56.1M
Other	\$1.5M	(36%)	(0.85M)
<b>Total</b>	<b>\$366.0</b>	<b>22%</b>	<b>\$64.8M</b>

Total salaries and benefit cost increase are due to additional positions and incorporation of the Cost-of-Living Adjustment (COLA). Computer Service increases are primarily driven by increased software license costs and computer hardware upgrades. General operation costs are primarily increased by professional membership and subscriptions, and assessments for 375 Beale St. Detailed consultant costs are described below.

Post Retirement Costs

Since FY 2019-20, MTC has eliminated net pension liabilities and instead has reflected an asset in its audited financial statements. Staff will continue to monitor Calpers' investment results as recent market conditions might affect future budgets.

Contract Services Funding

The total proposed contract services budget for FY 2023-24, including all contract services funded by new grants committed for FY 2023-24, is \$300.4 million. The Commission's adoption of the FY 2023-24 budget will provide the authority to draw down committed grant funding for projects consistent with Commission approval and direction.

MTC Grants and Other Sources of Project Funding

MTC currently has a total of over 90 active grants and other sources of funding totaling \$242 million. MTC proposes to add new grants totaling roughly \$73 million of funding. Some of the projects the grant funds include:

- Electric Vehicles and Chargers
- Mobility Hubs
- Priority Development Area (PDA) and Priority Production Area (PPA) Growth Framework Implementation
- Active Transportation Planning
- Support Transportation System Management Program

Clipper Operating

The proposed Clipper operating budget for FY 2023-24 is \$64.8 million, up from the amended FY 2022-23 budget of \$51.3 million. Clipper I operating expenses have increased due to increased transactions on the current Clipper System. This system is directly related to the number of rider transactions. Clipper I will continue until the contract expires in November 2024 when we expect expenses to significantly drop.

The Clipper II operation continues its development until it gets ready for revenue service. It will incur fixed costs from this stage. Primary funding of operating costs is:

- Transit operators (\$28.8 million)
- State Transit Assistance (STA) (\$7.7 million)
- State of Good Repair (\$5 million)
- Low Carbon Transit Operations (LCTOP) (\$6 million)
- Clipper inactive accounts fund (\$7.7 million)

The operating budget is balanced as presented.

#### Clipper Capital

The Clipper capital budget also includes Clipper I and the development of Clipper II. Clipper I will be closing out in FY 2024-25. Clipper I will has a marginal increase to its life-to-date budget by approximately \$1.4 million. Funds will come from card sales to support staff costs and card expenses. The life-to-date budget for Clipper I will be \$241 million through FY 2023-24.

The proposed life-to-date Clipper II budget for FY 2023-24 will be \$298 million, with a proposed increase of \$16.4 million. Primary funding will be from SGR of \$8 million, STA of \$3 million and Clipper Card revenue of \$5 million. These sources will fund acquisition of equipment and capital consultants.

#### Bay Area Forward

The proposed FY 2023-24 Bay Area Forward budget increases the life-to-date total budget by \$16 million, from \$146.5 million in FY 2022-23 to \$162.4 million. The main drivers of this increase are adding \$10 million for State Route 37, and \$4.3 million for shared use path gap closure connecting to the Richmond - San Rafael bridge. Project changes are described in the table below (in millions):

	<b>Life to Date (LTD) thru FY2022-23</b>	<b>FY2023-24</b>	<b>LTD thru FY2023-24</b>
Bay Bridge Forward 2016	\$30.0	\$1.8	\$31.7
Bay Bridge Forward 2020	56.0	(0.5)	55.5
Richmond Forward	1.2	4.3	5.5
Freeway Performance Initiative I-680	14.0	-	14.0
Freeway Performance Initiative I-880	7.0	-	7.0
Freeway Performance Initiative US-101	5.5	0.4	5.9
Napa Forward	20.6	-	20.6
Dumbarton Forward	12.2	-	12.2
SR 37 Sears Point to Mare Island Improvement Project	-	10.0	10.0
<b>Total</b>	<b>\$146.5</b>	<b>\$15.9</b>	<b>\$162.4</b>



Exchange Fund

Consistent with Resolution 3989, the MTC Exchange program includes budget for four categories totaling \$25.1M:

- Housing Investment Pilots - \$2M
- Priority Conservation Area Grant Program - \$3.M
- Bike Share Investments - \$16.8M
- Other Multimodal Investments - \$ 2.8M

MTC Reserves

The maintenance of appropriate financial reserves is an important tool for prudently managed governmental agencies. MTC's operating reserves serve several purposes, including:

- Supporting cash flow to manage grant expenses in advance of reimbursement
- A potential source of contingency funding for unanticipated needs
- A source of financial cushion to withstand economic uncertainties

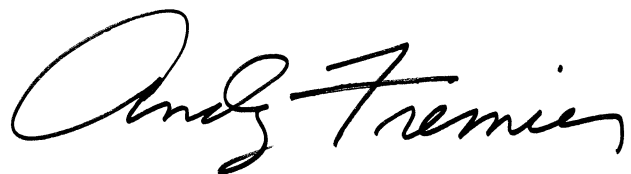
As is the case with all MTC operating funds, we have an annual goal of maintaining an operating reserve equal to six months of operating revenue. After the transfer to capital, estimated reserves will be \$65.6 million.

**Recommendation:**

Staff recommends approval of Resolution No. 4576 authorizing the MTC FY 2023-24 Operating and Capital Budgets.

**Attachments:**

- Attachment A - Summary of Changes
- MTC Resolution No. 4576 FY 2023-24 Operating and Capital Budget
- MTC FY 2023-24 Budget PowerPoint Presentation



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Andrew B. Fremier

METROPOLITAN TRANSPORTATION COMMISSION

Draft Budget FY 2023-24

SUMMARY OF CHANGES BETWEEN MAY AND JUNE DRAFT BUDGET

OPERATING REVENUE-EXPENSE SUMMARY

	FY 2022-23 Amendment No. 1	FY 2023-24 May Draft	FY 2023-24 June Draft	Changes \$
Federal Grants	\$ 226,000,224	\$ 194,880,339	\$ 191,563,921	\$ (3,316,418)
State Grants	24,437,240	94,497,487	\$ 94,866,832	\$ 369,345
Local Funding	6,126,502	29,625,320	\$ 29,625,320	\$ -
Transportation Development Act (TDA) - General Fund	15,800,000	16,184,063	\$ 16,184,063	\$ -
Transfer from Other Entities/Funds	5,421,864	7,048,969	\$ 6,986,044	\$ (62,924)
Administrative Overhead Reimbursement	21,806,740	27,360,945	\$ 27,360,945	\$ -
Other	1,953,029	1,386,169	\$ 1,386,169	\$ -
<b>Total Operating Revenue</b>	<b>\$ 301,545,600</b>	<b>\$ 370,983,291</b>	<b>\$ 367,973,294</b>	<b>\$ (3,009,998)</b>
<b>Total Operating Expense</b>	<b>\$ 301,209,223</b>	<b>\$ 369,801,056</b>	<b>\$ 366,008,214</b>	<b>\$ (3,792,842)</b>
<b>Operating Surplus/(Deficit) Before Transfers</b>	<b>\$ 336,377</b>	<b>\$ 1,182,236</b>	<b>\$ 1,965,080</b>	<b>\$ 782,844</b>
<b>Transfer In from Operating Reserve</b>	<b>\$ -</b>	<b>\$ 1,883,764</b>	<b>\$ 1,100,920</b>	<b>\$ (782,844)</b>
<b>Transfer Out to Capital Fund</b>	<b>\$ -</b>	<b>\$ (3,066,000)</b>	<b>\$ (3,066,000)</b>	<b>\$ -</b>
<b>Total Operating Surplus/(Deficit)</b>	<b>\$ 336,377</b>	<b>\$ -</b>	<b>\$ (0)</b>	<b>\$ (0)</b>

**METROPOLITAN TRANSPORTATION COMMISSION**

**Draft Budget FY 2023-24**

**DETAIL OF CHANGES BETWEEN MAY AND JUNE DRAFT BUDGET**

**Revenue**

<b>Federal Grants</b>	<b>Amount (in \$000's)</b>
Surface Transportation Block Grant	(\$3,316)
<b>Subtotal Federal Grants</b>	<b>(3,316)</b>
<b>State Grants</b>	
State Transit Assistance	458
Coastal Conservancy	(89)
<b>Subtotal State Grants</b>	<b>369</b>
<b>Transfers In</b>	
BATA Reimbursement	150
BATA RM2	87
BAIFA Reimbursement	150
ABAG	(450)
<b>Subtotal Transfers In</b>	<b>(63)</b>
<b>Total Operating Revenue Changes</b>	<b>(3,010)</b>

**Expense**

	<b>Amount</b>	<b>Funding Type</b>			
		<b><u>Federal</u></b>	<b><u>State</u></b>	<b><u>General Fund</u></b>	<b><u>Transfers</u></b>
<b>Salaries &amp; Benefits</b>	<b>\$486</b>	<b>(\$316)</b>	<b>\$958</b>	<b>(\$243)</b>	<b>\$87</b>
<b>Contractual Services</b>					
PBA50+ Public Engagement	(\$960)			(\$960)	
Continuous Travel Behavior Survey	670			370	300
Regional Trails - Encumbered Carryover	(89)		(89)		
ABAG Website	(450)				(450)
OBAG3 CTA CBTP Planning funds	(3,000)	(3,000)			
PCA Revamp	50			50	
Regional Network Management	(500)		(500)		
<b>Contractual Services Subtotal</b>	<b>(\$4,279)</b>	<b>(\$3,000)</b>	<b>(\$589)</b>	<b>(\$540)</b>	<b>(\$150)</b>
<b>Total Operating Expense Changes</b>	<b>(\$3,793)</b>	<b>(\$3,316)</b>	<b>\$370</b>	<b>(\$783)</b>	<b>(\$63)</b>
<b>Operating Surplus/(Deficit) Change</b>	<b>\$783</b>				

Date: June 28, 2023  
W.I.: 1152  
Referred by: Commission

ABSTRACT

Resolution No. 4576

This resolution approves the Agency's Operating and Capital Budgets for FY 2023-24.

Further discussion of the agency budget is contained in the Summary Sheets dated June 28, 2023. A budget is attached as Attachments A through G.

Date: June 28, 2023  
W.I.: 1152  
Referred by: Commission

Re: Metropolitan Transportation Commission's Operating and Capital Budgets for FY 2023-24

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4576

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

WHEREAS, MTC is also the designated Metropolitan Planning Organization (MPO) for the Bay Area and is charged with carrying out the metropolitan transportation planning and programming process required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, on April 26, 2023 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2023-24 with the adoption of MTC Resolution No. 4577; and

WHEREAS, the OWP identifies MTC's Overall Work Program for FY 2023-24; and

WHEREAS, the final draft MTC Agency Budget for FY 2023-24 is consistent with the OWP as adopted pursuant to MTC Resolution No. 4577; now, therefore, be it

RESOLVED, that MTC's Agency Budget for FY 2023-24, attached hereto as Attachment A, and incorporated herein as though set forth at length, is approved; and, be it further

RESOLVED, that the Executive Director or designee may approve adjustments among line items in the MTC operating budget for FY 2023-24, provided that there shall be no increase in the overall MTC operating budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC delegates to its Administration or Operations Committees the authority to approve all contracts and expenditures in MTC's Agency Budget for FY 2023-24, providing that there shall be no increase in the overall budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall submit written requests to the Administration or Operations Committees for approval of consultants, professional services, and expenditures authorized in the MTC Agency Budget for FY 2023-24; and, be it further

RESOLVED, that MTC's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2023-24; and, be it further

RESOLVED, that the Commission authorizes the use of MTC funds for cash flow purposes, as an advance on authorized expenditures until the expenditures have been reimbursed; and, be it further

RESOLVED, that the Commission authorizes the designation of certain reserves for FY 2023-24 as follows: Benefits, Liability, Compensated Absences, Encumbrances, Building, Other Post-Employment Benefits (OPEB), and Capital and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside \$1,000,000 for computer capital and replacement. The Chief Financial Officer is authorized to utilize the funds in the Benefits Reserve to meet any obligations resulting from the requirements of or changes in the employee labor agreements or for the purpose of prepaying or retiring unfunded pension or OPEB Liability. No additional expenditures shall be authorized from any designated reserves authorized by MTC's Agency Budget for FY 2023-24 without prior authorization of the Administration Committee; and, be it further

RESOLVED, that the total of full time regular and project term limited employees is established at 386 and will not be increased without approved increase to the appropriate FY 2023-24 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2023-24 budgets; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall furnish the Administration Committee with a quarterly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services and such other information and data as may be requested by the Administration Committee.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

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

Date: June 28, 2023  
W.I.: 1152  
Referred by: Commission

Attachments A,B,C,D,E,F  
Resolution No. 4576

**METROPOLITAN TRANSPORTATION COMMISSION**

**AGENCY'S OPERATING AND CAPITAL BUDGETS**

**FY 2023-24**

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MTC Operating and Capital Budgets	Attachment A
Grant and Local Funding Schedule	Attachment B
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Clipper Operating and Capital Budgets	Attachment E
Bay Bridge Forward Operating and Capital Budgets	Attachment F
Exchange Fund Budget	Attachment G



METROPOLITAN TRANSPORTATION COMMISSION

BUDGET FY 2023-24

SUMMARY

OPERATING REVENUE-EXPENSE SUMMARY

	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Federal Grants	\$ 226,000,224	\$ 191,563,921	-15%	\$ (34,436,303)
State Grants	24,437,240	94,866,832	288%	70,429,592
Local Funding	6,126,502	29,625,320	384%	23,498,818
Transportation Development Act (TDA) - General Fund	15,800,000	16,184,063	2%	384,063
Transfer from Other Entities/Funds	5,421,864	6,986,044	29%	1,564,180
Administrative Overhead Reimbursement	21,806,740	27,360,945	25%	5,554,205
Other	1,953,029	1,386,169	-29%	(566,860)

<b>Total Operating Revenue</b>	<b>\$ 301,545,600</b>	<b>\$ 367,973,294</b>	22%	\$ 66,427,694
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<b>Total Operating Expense</b>	<b>\$ 301,209,223</b>	<b>\$ 366,008,214</b>	22%	\$ 64,798,991
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<b>Operating Surplus/(Deficit) Before Transfers</b>	<b>\$ 336,377</b>	<b>\$ 1,965,080</b>	484%	\$ 1,628,703
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<b>Transfer In from Operating Reserve</b>	<b>\$ -</b>	<b>\$ 1,100,920</b>	-100%	\$ 1,100,920
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<b>Transfer Out to Capital Fund</b>	<b>\$ -</b>	<b>\$ (3,066,000)</b>	-100%	\$ (3,066,000)
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<b>Total Operating Surplus/(Deficit)</b>	<b>\$ 336,377</b>	<b>\$ (0)</b>	-100%	\$ (336,377)
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Use of Reserves		
Beginning Reserve Balance	\$ 64,888,400	\$ 65,224,777
Transfer into (from) reserve for operating	336,377	1,965,080
Transfer into (from) reserve for Capital	-	(3,066,000)
Net Transfers in (from) reserves	336,377	(1,100,920)
Ending Reserve Balance	\$ 65,224,777	\$ 64,123,857

<b>Operating Revenue</b>
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<b>Federal Grants</b>
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Congestion Mitigation and Air Quality (CMAQ)	\$ 12,722,265	\$ 15,375,521	21%	\$ 2,653,256
Congestion Mitigation and Air Quality (CMAQ) - New Federal Highway Administration Planning (FHWA)	50,498,000	6,881,113	-86%	\$ (43,616,887)
Regional Infrastructure Accelerators (RIA) Program (FY 2022-23)	1,500,000	-	-100%	(1,500,000)
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)	-	9,796,093	100%	\$ 9,796,093

	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Federal Highway Administration Planning (FHWA PL) (FY 2022-23) (Carryover)	9,713,541	1,504,739	-85%	(8,208,802)
Federal Highway Administration Planning (FHWA PL) (FY 2021-22) (Carryover)	1,038,800	-	-100%	(1,038,800)
Federal Highway Administration State Planning and Research (FHWA SP&R) (FY 2021-22) (Carryover)	462,878	292,188	-37%	(170,690)
Federal Transit Administration (FTA) 5303 (FY 2023-24)	-	4,734,683	100%	4,734,683
Federal Transit Administration (FTA) 5303 (FY 2022-23) (Carryover)	3,628,612	3,973,913	10%	345,301
Federal Transit Administration (FTA) 5303 (FY 2021-22) (Carryover)	1,447,370	-	-100%	(1,447,370)
Federal Transit Administration (FTA) 5303 (FY 2020-21) (Carryover)	196,288	-	-100%	(196,288)
Federal Transit Administration (FTA) 5304 (FY 2022-23) (Carryover)	500,000	500,000	0%	-
Federal Transit Administration (FTA) 5304 (FY 2021-22) (Carryover)	246,993	246,993	0%	(0)
Federal Transit Administration (FTA) 5304 (FY 2020-21) (Carryover)	188,357	-	-100%	(188,357)
Federal Transit Administration (FTA) 5304 (FY 2019-20) (Carryover)	99,425	-	-100%	(99,425)
Federal Transit Administration (FTA) 5312	-	500,000		500,000
Federal Highway Administration (FHWA) Regional Infrastructure Accelerator (RIA) Resilient (FY 2022-23)	-	1,500,000	100%	1,500,000
Federal Highway Administration (FHWA) Work Zone Data Exchange (WZDx)	52,673	-	-100%	(52,673)
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	112,569,606	79,305,641	-30%	(33,263,965)
Federal Emergency Management Agency (FEMA)	19,732	-	-100%	(19,732)
Environmental Protection Agency (EPA)	58,933	-	-100%	(58,933)
Surface Transportation Block Grant (STBG) - New	28,024,607	66,370,000	137%	38,345,393
Surface Transportation Block Grant (STBG) (OBAG 3) - New	3,000,000	-	-100%	(3,000,000)
Job Access and Reverse Commute Program (JARC)	32,144	583,038	1714%	550,894
	<b>\$ 226,000,224</b>	<b>\$ 191,563,921</b>	-15%	<b>\$ (34,436,303)</b>

<b>State Grants</b>
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California Housing Community (HCD) Regional Early Action Planning (REAP)	\$ 3,200,984	\$ 1,039,830	-68%	\$ (2,161,154)
California Housing Community Development (HCD) (REAP 2.0)	637,483	66,101,128	10269%	65,463,645
Low Carbon Transit Operations Program (LCTOP) Means Based	594,404	4,486,064	655%	3,891,660
Low Carbon Transit Operations Program (LCTOP)	-	-	-100%	-
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2023-24)	-	2,106,140	-100%	2,106,140
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2022-23)	2,099,814	917,900	-56%	(1,181,914)
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2021-22) (Carryover)	953,040	239,987	-75%	\$ (713,053)
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2020-21) (Carryover)	55,972	-	-100%	(55,972)
State Highway Account (SHA) Sustainable Communities (FY 2020-21) (Carryover)	310,183	-	-100%	\$ (310,183)
State Transportation Improvement Program - Programming and Planning (STIP-PPM)	406,766	1,482,197	264%	1,075,431
Systemic Safety Analysis Report Program Local (SSARPL)	312,906	-	-100%	(312,906)
California Department of Conservation	250,000	250,000	0%	-
Coastal Conservancy	1,846,101	2,172,953	18%	326,852

	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
State Transit Assistance (STA)	5,347,888	9,402,204	76%	4,054,316
State Transit Assistance (STA) Exchange Fund	-	4,580,000	-100%	4,580,000
State of California, Wildlife Conservation Board (Proposition 68)	522,020	182,739	-65%	(339,281)
Clean California Enhancement Proposal (New)	6,500,000	-	-100%	(6,500,000)
CA Air Resource Board	-	32,286	-100%	32,286
SB 856 CA State Transp. Agency	-	60,000	-100%	60,000
2% Transit Transfer	\$ 764,034	\$ 1,118,989	46%	\$ 354,955
5% Transit Transfer	635,645	694,414	9%	58,769

\$ 24,437,240	\$ 94,866,832	288%	\$ 70,429,592
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**Local Funding**

Bay Area Rapid Transit (BART)	\$ 68,767	\$ -	-100%	\$ (68,767)
SFMTA Local Funding	700,000	700,000	0%	-
Transportation Fund for Clean Air (TFCA)	28,410	-	-100%	(28,410)
Bay Area Air Quality Management District (BAAQMD)	432,657	664,000	53%	231,343
Exchange Fund	2,087,500	25,060,835	1101%	22,973,335
Pavement Management Program (PMP Sales)	1,500,000	2,000,000	33%	500,000
Pavement Management Technical Assistance Program (PTAP)	543,900	543,900	0%	-
High Occupancy Vehicle (HOV) Lane Fines	470,721	450,000	-4%	(20,721)
Cities/Local Funds	294,547	206,585	-30%	(87,962)

Subtotal	\$ 6,126,502	\$ 29,625,320	384%	\$ 23,498,818
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**Transfers In**

Association of Bay Area Governments (ABAG)	\$ 185,424	\$ 188,374	2%	2,950
Bay Area Infrastructure Financing Authority (BAIFA)	224,593	343,715	53%	119,122
Bay Area Toll Authority (BATA) Regional Measure 2	3,428,347	2,644,076	-23%	(784,271)
Bay Area Toll Authority (BATA) Reimbursement	1,468,500	2,279,875	55%	811,375
Service Authority for Freeways and Expressways (SAFE) Reimbursement	115,000	124,500	8%	9,500
BATA Rehabilitation Program		1,016,717	-100%	1,016,717
Service Authority for Freeways and Expressways (SAFE) - Advanced		228,788	-100%	228,788
SFO Gap Closure Project		160,000	-100%	160,000

Subtotal	\$ 5,421,864	\$ 6,986,044	29%	\$ 1,564,180
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**Reimbursements for Administrative Overhead**

Association of Bay Area Governments (ABAG)	1,607,866	1,854,781	15%	\$ 246,915
BATA 1% Administrative Draw	6,938,000	9,817,170	41%	2,879,170
Additional BATA 1% Administrative Draw	6,938,000	9,817,170	41%	2,879,170
Bay Area Forward	-	129,143	-100%	129,143
Bay Area Infrastructure Financing Authority (BAIFA)	1,421,001	1,722,016	21%	301,015
Bay Area Housing Finance Authority (BAHFA)	972,034	967,923	0%	(4,111)
Bay Area Headquarters Authority (BAHA)	742,549	826,574	11%	84,025
MTC Grant Funded Overhead	1,055,010	-	-100%	(1,055,010)

	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Clipper	1,641,510	1,728,916	5%	87,406
Service Authority for Freeways and Expressways (SAFE) Reimbursement	490,770	497,251	1%	6,481
<b>Subtotal</b>	<b>\$ 21,806,740</b>	<b>\$ 27,360,945</b>	<b>25%</b>	<b>\$ 5,554,205</b>

**Other Revenues**

OPEB Credit	\$ 1,633,029	\$ -	-100%	(1,633,029)
Interest	320,000	1,386,169	333%	1,066,169
<b>Subtotal</b>	<b>\$ 1,953,029</b>	<b>\$ 1,386,169</b>	<b>-29%</b>	<b>\$ (566,860)</b>

	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
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**Operating Expense**

<b>I. Salaries, Benefits, and Overhead</b>	<b>\$ 45,993,401</b>	<b>\$ 53,105,007</b>	<b>15%</b>	<b>\$ 7,111,606</b>
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Program Staff Salaries	17,176,917	21,765,583	27%	4,588,666
Program Staff Benefits	8,715,411	9,345,031	7%	629,620
Program Temporary Staff Salaries (Non-Benefited Positions)	-	222,725	0%	222,725
Administrative Overhead Salaries	10,604,022	13,297,633	25%	2,693,611
Administrative Overhead Benefits	5,302,011	5,693,992	7%	391,981
Administrative Overhead Temporary Staff (Non-Benefited Positions)	-	99,995	0%	99,995
New Position Requests (including Benefis)	4,195,040	2,680,049	-36%	(1,514,991)

<b>II. Travel and Training</b>	<b>\$ 1,188,750</b>	<b>\$ 1,216,300</b>	<b>2%</b>	<b>\$ 27,550</b>
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<b>III. Printing, Reproduction, and Graphics</b>	<b>\$ 116,000</b>	<b>\$ 119,500</b>	<b>3%</b>	<b>\$ 3,500</b>
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<b>IV. Computer Services</b>	<b>\$ 4,563,725</b>	<b>\$ 6,204,556</b>	<b>36%</b>	<b>\$ 1,640,831</b>
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<b>V. Commissioner Expense</b>	<b>\$ 150,000</b>	<b>\$ 175,000</b>	<b>17%</b>	<b>\$ 25,000</b>
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<b>VI. Advisory Committees</b>	<b>\$ 15,000</b>	<b>\$ 21,000</b>	<b>40%</b>	<b>\$ 6,000</b>
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<b>VII. General Operations</b>	<b>\$ 4,043,117</b>	<b>\$ 4,820,673</b>	<b>19%</b>	<b>\$ 777,556</b>
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<b>Subtotal of Operating Expenses Before Contractual Service and Capital Outlay</b>	<b>\$ 56,069,993</b>	<b>\$ 65,662,036</b>	<b>17%</b>	<b>\$ 9,592,043</b>
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<b>IX. Contractual Services</b>	<b>\$ 244,229,230</b>	<b>\$ 300,346,178</b>	<b>23%</b>	<b>\$ 56,116,948</b>
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<b>X. Capital Outlay*</b>	<b>\$ 910,000</b>	<b>\$ -</b>	<b>NA</b>	<b>NA</b>
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	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Total Operating Expense	\$ 301,209,223	\$ 366,008,214	22%	\$ 64,798,991

\* FY2022-23 capital projects were funded through the operating budget. FY2023-24 projects will be funded via a transfer from the operating reserve to the capital reserve.



FY 2023-24 MTC Grant Schedule													
		Fund Source No.	Project Description	Grant Award	Life-to-Date (LTD) Expenditures thru 02/28/2023	Consultants enc as of 02/28/2023	Life-to-Date (LTD) Grant Balance as of 02/28/2023	FY 2023-24 Projected Grant Balance	FY 2023-24 New Grants	FY 2023-24 Staff Budget	FY 2023-24 Consultant Budget	Remaining Balance	Expiration Dates
Federal Highway Administration (FHWA) Grants													
1	74A0814	1109	FHWA PL (FY 2023-24)	\$ 9,526,210	\$ -	\$ -	\$ 9,526,210	\$ 9,526,210	\$ -	\$ 9,524,195	\$ 2,015	\$ -	06/30/2026
2	74A0814	1109 CO	FHWA PL (FY 2022-23) (Carryover)	9,604,012	6,301,843	1,797,430	1,504,739	1,504,739	-	820,704	684,035	-	06/30/2025
4	74A0814	1116	FHWA PL (FY 2023-24)	269,883	-	-	269,883	269,883	-	269,883	-	-	06/30/2026
4	693JJ32350009	1117	FHWA Resilient State Route SR 37 Program Regional Infrastructure Accel	1,500,000	-	-	1,500,000	1,500,000	-	-	1,500,000	-	12/31/2025
5	74A0814	1306	Next-Generation Bay Area Freeways Study	500,000	189,713	18,099	292,187	292,187	-	274,461	17,727	-	06/30/2024
6	6084-186	1812	Regional Planning & Priority Development Area (PDA) Implementation	8,740,305	8,627,418	-	112,887	112,887	-	-	112,887	-	06/30/2025
9	6084-209	1825	Operate Car Pool Program	8,000,000	6,094,166	1,105,834	800,000	800,000	-	-	800,000	-	06/30/2024
10	6084-206	1826	Congestion Management Agency (CMA) Planning	58,818,000	53,238,239	4,988,670	591,090	591,090	-	-	-	591,090	06/30/2025
11	6084-207	1827	MTC Planning	9,590,000	9,454,583	84,860	50,558	50,558	-	50,558	-	-	06/30/2024
12	6084-211	1828	Commuter Benefits Implementation	1,785,000	1,431,254	236,830	116,916	116,916	-	48,429	56,000	12,487	06/30/2025
13	6084-210	1829	Incident Management	20,478,000	18,366,564	555,436	1,556,000	1,556,000	-	-	1,556,000	-	06/30/2025
14	6084-215	1830	Spare the Air Youth Program	2,463,000	1,984,438	478,562	-	-	-	-	-	-	06/30/2025
15	6084-216	1831	Arterial/Transit Performance/Rideshare	5,000,000	2,600,093	725,693	1,674,213	1,674,213	-	-	1,674,213	-	06/30/2025
16	6084-208	1832	Vanpool Program	5,400,000	1,294,211	281,938	3,823,852	3,823,852	-	-	3,418,000	405,852	06/30/2025
17	6084-212	1834	Transportation Management System (TMS) Program	2,910,000	1,743,714	115,367	1,050,919	1,050,919	-	325,043	-	725,876	06/30/2025
18	6084-222	1835	Incident Management	4,160,000	2,405,523	433,942	1,320,535	1,320,535	-	1,320,535	-	-	06/30/2025
19	6084-225	1836	Transportation Management Center (TMC) Asset	1,150,000	451,518	19,337	679,145	679,145	-	39,145	640,000	-	06/30/2025
20	6084-220	1837	I-880 Interstate Corridor Management (ICM) Central Segment	1,142,000	334,783	19,929	787,288	787,288	-	-	787,288	-	06/30/2025
21	6084-232	1839	PDA Planning & Implementation	17,500,000	6,153,496	1,290,356	10,056,148	10,056,148	-	-	10,056,147	-	12/31/2026
23	6084-226	1841	AOM & Dumbarton Forward Bike & Pedestrian Implementation	23,937,000	11,955,551	1,930,866	10,050,584	10,050,584	-	3,624,125	1,500,000	4,926,459	06/30/2026
24	6084-227	1842	Enhance Arterial: CAT1	10,915,000	6,017,357	304,364	4,593,279	4,593,279	-	-	4,276,848	316,431	06/30/2024
25	6084-230	1843	Commuter Parking O&M	2,500,000	456,271	507,442	1,536,287	1,536,287	-	36,287	1,500,000	-	06/30/2025
27	6084-233	1845	Freeway Performance - I-680 Corridor	14,000,000	5,574,216	8,425,784	-	-	-	-	-	-	06/30/2025
28	6084-235	1846	I-880 Communications Infrastructure	2,500,000	441,030	-	2,058,970	2,058,970	-	70,721	1,988,249	-	06/30/2025
29	6084-241	1847	Shared Use Mobility	2,500,000	1,181,938	187,702	1,130,360	1,130,360	-	464,319	666,041	-	06/30/2024
30	6084-243	1849	Targeted Transportation Alternatives	325,000	230,395	90,015	4,590	4,590	-	4,591	-	-	06/30/2024
31	6084-255	1850	511 - Traveler Information Program	5,700,000	5,090,857	319,796	289,347	289,347	-	-	289,347	-	06/30/2024
32	6084-244	1852	Connected Automobile Vehicle	2,500,000	289,450	-	2,210,550	2,210,550	-	-	1,234,550	976,000	06/30/2024
33	6084-259	1853	Bay Bridge Forward 2020/Freeway Perf: I-580	625,000	63,793	-	561,207	561,207	-	-	-	561,207	06/30/2025
34	6084-260	1854	511 Traveler Information Program	16,672,000	5,814,690	1,701,673	9,155,636	9,155,636	-	-	5,870,593	3,285,043	06/30/2028
35	6084-263	1855	Bay Bridge Forward 2020/Freeway Perf: I-80 Corr.	3,000,000	943,284	851,716	1,205,000	1,205,000	-	-	1,044,950	160,050	06/30/2025
36	6084-264	1856	Freeway Performance Prelim Eng/Imp. SR-37	1,000,000	519,061	280,939	200,000	200,000	-	-	200,000	-	06/30/2025
37	6084-262	1857	Pavement Management Technical Assistance Program (PTAP)	3,000,000	1,775,262	646,894	577,844	577,844	-	-	577,844	-	02/01/2024
38	6084-269	1859	I-880 Communications Upgrade	100,000	50,609	-	49,391	49,391	-	49,391	-	-	06/30/2026
39	6084-273	1860	I-880 Express Lane in Alameda County	900,000	283,307	-	616,693	616,693	-	-	555,114	61,579	06/30/2026
40	6084-275	1861	Bikeshare Program - Capital	700,000	-	32,000	668,000	668,000	-	-	659,500	8,500	06/30/2027
41	6084-277	1862	Regional Mapping Data Service Development - Capital	1,800,000	-	-	1,800,000	1,800,000	-	-	800,000	1,000,000	06/30/2027
42	6084-278	1863	Mapping and Wayfinding Program - Capital	991,538	20,000	971,538	-	-	-	-	-	-	06/30/2027
43	6084-279	1864	Technical Assistance Mobility Hub Pilot Program	150,000	72,354	77,646	-	-	-	-	-	-	06/30/2027
45	6084-281	1865	Planning activities to advance delivery of Diridon Station	2,000,000	-	-	2,000,000	2,000,000	-	-	2,000,000	-	12/31/2024
46	6084-282	1866	Bay Bridge Forward	5,750,000	3,728	232,117	5,514,155	5,514,155	-	-	-	-	06/30/2027
47	6084-285	1867	Regional Planning Activities	49,500,000	17,667	1,083,152	48,399,181	48,399,181	-	5,706,209	4,267,092	38,425,880	06/30/2027
48	6084-288	1868	Regional Streets and Roads Program	10,000,000	129,342	-	9,870,658	9,870,658	-	-	2,500,000	7,370,658	06/30/2027
49	6084-284	1869	Regional Planning Activities Programming	35,157,000	101,510	5,428,490	29,627,000	29,627,000	-	-	26,627,000	3,000,000	06/30/2027
50	6084-290	1870	Climate Initiatives Education and Outreach	1,500,000	-	-	1,500,000	1,500,000	-	-	1,500,000	-	06/30/2028
51	6084-293	1872	Administration of the Priority Conservation Area	525,000	12,835	104,458	407,706	407,706	-	253,145	-	154,562	12/31/2025
52	6084-292	1873	Implement Bay Area Commuter Benefits Program	6,800,000	-	768,412	6,031,588	6,031,588	-	-	5,531,000	500,588	06/30/2027
Total Federal Highway Administration (FHWA) Grants				\$ 373,583,948	\$ 161,716,062	\$ 36,097,288	\$ 175,770,598	\$ 175,770,598	\$ -	\$ 22,881,741	\$ 84,892,441	\$ 62,482,263	
Federal Transit Administration (FTA) Grants													
53	74A0814	1602	FTA 5303 (FY 2023-24)	\$ 4,734,683	\$ -	\$ -	\$ 4,734,683	\$ 4,734,683	\$ -	\$ 2,684,683	\$ 2,050,000	\$ -	06/30/2026
54	74A0814	1602 CO	FTA 5303 (FY 2022-23) (Carryover)	3,973,912	-	-	3,973,912	3,973,912	-	1,979,359	1,994,554	-	06/30/2025
55	74A0814	1604											

Attachment B

FY 2023-24  
MTC Grant Schedule

		Fund Source No.	Project Description	Grant Award	Life-to-Date (LTD) Expenditures thru 02/28/2023	Consultants enc as of 02/28/2023	Life-to-Date (LTD) Grant Balance as of 02/28/2023	FY 2023-24 Projected Grant Balance	FY 2023-24 New Grants	FY 2023-24 Staff Budget	FY 2023-24 Consultant Budget	Remaining Balance	Expiration Dates
*New Federal Grants													
TBD		XXXX	Communications Fiber Later new						3,000,000	-	-	3,000,000	
TBD		XXXX	Surface Transportation Block Grant (STBG)	-	-	-	-	-	66,370,000	-	66,370,000	-	N/A
TBD		XXXX	Congestion Mitigation and Air Quality (CMAQ) - New	-	-	-	-	-	6,881,113	83,113	6,798,000	-	N/A
Total New Federal Grants				\$ -	\$ -	\$ -	\$ -	\$ -	\$ 76,251,113	\$ 83,113	\$ 73,168,000	\$ 3,000,000	

\*Note: The above Federal grants are programmed on the long range plan for MTC and we will be applying for them in FY 2023-24



CONTRACTUAL SERVICE ESTIMATES  
FY 2023-24

Work Element	Description/Purpose	Actuals as of 02/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change \$ Increase/(Decrease)
1111	<b>Support the Commission</b> Transportation Planning Programs Equity Assessment, Consultation, and Administrative Review <b>TOTAL</b> Notes: Funding for these programs has been moved to Work Element 1150	<b>\$ 213,800</b>	\$ 200,000 200,000 <b>\$ 400,000</b>	\$ - - <b>\$ -</b>	\$ (200,000) \$ (200,000) <b>\$ (400,000)</b>
1112	<b>Implement Public Information Program and Tribal Government Coordination</b> Awards Program / Anniversary Event Bike to Wherever/Work Program (sponsorship backfill) Design and Promotion Digital Promotion & Analysis (MTC, Bay Trail et al incl events) On call Video Services On-call Meeting and Engagement Support (agencywide) Photography services for MTC/BATA (agencywide) Public Records Management System Return to Transit Employer Surveys Return to Transit Marketing Return to Transit Poll Revenue Measure and PBA2050+ Polling Social Media Consultants (MTC, Bay Trail, et al) Transit Connectivity Transit Month Translations (agencywide) Legal Notices (agencywide) Translations/Legal Notices Web Accessibility Training Consultant Youth Programs <b>TOTAL</b>	<b>\$ 543,483</b>	\$ 55,000 50,000 120,000 75,000 35,000 40,000 100,000 - 170,000 200,000 100,000 - 110,000 20,000 - 100,000 - - - 26,000 <b>\$ 1,201,000</b>	\$ 80,000 25,000 120,000 78,000 36,750 100,000 120,000 - 127,000 200,000 150,000 200,000 115,000 22,000 50,000 50,000 218,000 - 100,000 25,000 <b>\$ 1,816,750</b>	\$ 25,000 (25,000) - 3,000 1,750 60,000 20,000 - (43,000) - 50,000 200,000 5,000 2,000 50,000 (50,000) 218,000 - 100,000 (1,000) <b>\$ 615,750</b>
1120	<b>Regional Conservation Investment Strategy</b> Regional Conservation Investment Strategy - Technical Support <b>TOTAL</b>	<b>\$ 360,561</b>	\$ 527,701 <b>\$ 527,701</b>	\$ 268,743 <b>\$ 268,743</b>	\$ (258,958) <b>\$ (258,958)</b>
1121	<b>Regional Transportation Plan/Sustainable Communities</b> Affordable Housing Needs & Revenue Update CALCOG Support CivicSpark Fellow * <i>Climate Adaptation Assistance Bay Conservation and Development Commission (BCDC)</i> Climate Off-Model Calculators Environmental Impact Report - Legal Support Environmental Impact Report - Technical Support Equity Priority Communities Re-Imagining PBA50+ Website Upgrades/Maintenance PBA50+/Transit50+ CBO Engagement PBA50+/Transit50+ Digital Promotion PBA50+/Transit50+ Public Engagement Rounds 1 & 2 Plan Bay Area 2050+ Development Regional Growth Forecast Update Unencumbered Carryover <b>TOTAL</b>	<b>\$ 225,972</b>	100,000 30,800 35,000 <i>1,718,092</i> - - - 199,987 75,000 75,000 100,000 50,000 3,349,000 100,000 473,811 <b>\$ 6,306,690</b>	150,000 35,000 40,000 <i>1,718,092</i> 250,000 100,000 100,000 199,987 60,000 350,000 250,000 300,000 2,349,000 100,000 - <b>\$ 6,002,079</b>	50,000 4,200 5,000 - 250,000 100,000 100,000 - (15,000) 275,000 150,000 250,000 (1,000,000) - (473,811) <b>\$ (304,611)</b>
1122	<b>Analyze Regional Data Using GIS and Planning Models</b> Continuous Travel Behavior Survey Bay Area CENSUS Data Portal Bay Area Spatial Information System Development Consultant Carryover Land Use Model Development & Application Prior Year Carryover Regional Transit Passenger Survey Technical Support for Web Based Projects Travel Model 2 Conversion (TM2.2, TM2.3) Travel Model Core Development (ActivitySim) Modeling/Data Development & Application <b>TOTAL</b>	<b>\$ 636,524</b>	\$ 300,000 - - - 175,000 87,962 1,600,000 100,000 250,000 35,000 2,032,000 <b>\$ 4,579,962</b>	\$ 970,000 100,000 200,000 435,673 175,000 - 1,000,000 150,000 250,000 35,000 - <b>\$ 3,315,673</b>	\$ 670,000 100,000 200,000 435,673 - (87,962) (600,000) 50,000 - - (2,032,000) <b>\$ (1,264,289)</b>
1125	<b>Active Transportation Planning</b> Active Transportation TA and Active Transportation Plan Implementation Toole Design Carryover <b>TOTAL</b>	<b>\$ 18,414</b>	\$ 500,000 41,562 <b>\$ 541,562</b>	\$ 5,000,000 40,136 <b>\$ 5,040,136</b>	\$ 4,500,000 (1,426) <b>\$ 4,498,574</b>
1127	<b>Regional Trails</b> * <i>Bay Trail Block Grant #5</i> * <i>Bay Trail Block Grant #6</i> Bay Trail Cartographic Services Bay Trail Change Management Bay Trail Engineering & Design Bay Trail Culture, Access and Belonging Bay Trail Equity Strategy Phase: Phase II		\$ 163,190 <i>1,320,160</i> 20,000 25,000 -  126,128	\$ 263,387 <i>1,414,880</i> 20,000 25,000 86,466 20,000 75,000	\$ 100,197 <i>94,720</i> - - 86,466 20,000 (51,128)



Work Element	Description/Purpose	Actuals as of 02/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change \$ Increase/(Decrease)
	Bay Trail Design and Engineering		-	305,398	305,398
	Bay Trail Equity Strategy Phase III		-	350,000	350,000
	Bay Trail Gap Closure Implementation Plan		67,804	-	(67,804)
	Bay Trail Planning & Implementation: Equity Strategy Implementation Playbook		350,000	-	(350,000)
	Bay Trail Planning & Implementation: Regional Trails Data Strategy		200,000	200,000	-
	Bay Trail Planning & Implementation: Bay Trail Strategic Plan		200,000	200,000	-
	Bay Trail Planning & Implementation: Needs Assessment, Ops & Maintenance Plan		500,000	500,000	-
	Bay Trail Planning & Implementation: Technical Assistance		250,000	250,000	-
	Bay Trail Planning & Implementation: Project Delivery		750,000	750,000	-
	Bay Trail Planning & Implementation: Design Guidelines		250,000	250,000	-
	Gap Closure Implementation Plan		250,000	352,804	102,804
	Encumbered Carryover		93,169	344,518	251,349
	Merchandise, Outreach & Advertising		20,000	20,000	-
	* Priority Conservation Area Grant Program		-	3,500,000	3,500,000
	Quick Build		164,034	125,000	(39,034)
	SFO Gap Study		-	160,000	160,000
	* Water Trail Block Grant #2		175,974	55,974	(120,000)
	<b>TOTAL</b>	<b>\$ 2,317,038</b>	<b>\$ 4,925,459</b>	<b>\$ 9,268,427</b>	<b>\$ 4,342,968</b>
<b>1128</b>	<b>Resilience and Hazards Planning</b>				
	Resilience Technical Assistance & Planning		\$ 100,000	\$ -	\$ (100,000)
	Sea Level Rise Adaptation Funding and Investment Framework		200,000	-	(200,000)
	Civic Spark		-	-	-
	<b>TOTAL</b>	<b>\$ 177,591</b>	<b>\$ 300,000</b>	<b>\$ -</b>	<b>\$ (300,000)</b>
<b>1132</b>	<b>Advocate Legislative Programs</b>				
	Leg. Advocates - Sacramento		\$ 152,000	\$ 170,000	\$ 18,000
	Leg. Advocates - Washington		315,000	320,000	5,000
	Revenue Measure Polling		200,000	-	(200,000)
	<b>TOTAL</b>	<b>\$ 285,436</b>	<b>\$ 667,000</b>	<b>\$ 490,000</b>	<b>\$ (177,000)</b>
<b>1150</b>	<b>Executive Office</b>				
	Policy and Programs		\$ -	200,000	\$ 200,000
	Transportation Planning Programs		\$ 500,000	-	(500,000)
	Clerk Administrative and Agencywide Projects		-	350,000	350,000
	Strategic Review and Other Agency Initiatives		-	375,000	375,000
	<b>TOTAL</b>	<b>\$ 152,020</b>	<b>\$ 500,000</b>	<b>\$ 925,000</b>	<b>\$ 425,000</b>
<b>1151</b>	<b>Legal Management</b>				
	Legal Services		800,000	700,000	(100,000)
	Litigation Reserves		1,100,000	1,100,000	-
	<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 1,900,000</b>	<b>\$ 1,800,000</b>	<b>\$ (100,000)</b>
<b>1152</b>	<b>Financial Management</b>				
	Actuarial Service - OPEB		25,000	\$ 16,200	(8,800)
	Bench Audits		200,000	82,000	(118,000)
	Caseware technical support		1,000	2,500	1,500
	Financial audit		\$ 305,000	309,000	\$ 4,000
	<b>TOTAL</b>	<b>\$ 337,002</b>	<b>\$ 531,000</b>	<b>\$ 409,700</b>	<b>\$ (121,300)</b>
<b>1153</b>	<b>Facilities and Contract Services</b>				
	ADA Assistance		\$ 50,000	\$ 100,000	\$ 50,000
	Develop/Implement PCard Program		-	75,000	75,000
	Emergency Management (COOP, etc.)		500,000	100,000	(400,000)
	Equity Review and Analysis (MTC DBE, SBE, and potential other programs)		150,000	150,000	-
	Ergonomic Review and Assistance		150,000	400,000	250,000
	Handbook & Policy Protocols, Procedures, Workflows		-	-	-
	High School Intern Program		-	-	-
	Mineta Transportation Institute		-	-	-
	Risk Management (Contract, Facilities, Emergency)		150,000	150,000	-
	Training Materials (Procurement, DBE, Title VI, Compliance)		-	75,000	75,000
	<b>TOTAL</b>	<b>\$ 301,516</b>	<b>\$ 1,000,000</b>	<b>\$ 1,050,000</b>	<b>\$ 50,000</b>
<b>1158</b>	<b>Administration and Human Development</b>				
	Administrative Services Agency Initiatives		\$ 50,000	\$ 50,000	\$ -
	Agencywide Diversity, Equity, and Inclusion (DEI) Training		250,000	75,000	(175,000)
	Benefits Operation (Benefits Bridge, Leave Management System,Open Enrollment Activities, etc.)		15,000	15,000	-
	College Intern Program		115,500	120,000	4,500
	Handbook and Policy Protocols, Procedures, Workflows		125,000	82,000	(43,000)
	High School Intern Program		55,000	25,000	(30,000)
	Iyai Innovation Challenge		-	40,000	40,000
	Leadership and Coaching		-	324,000	324,000
	Memorandum of Understanding (MOU) Labor Negotiations		104,000	-	(104,000)
	Mineta Transportation Institute		110,000	110,000	-
	Operational Review		75,000	75,000	-
	<b>TOTAL</b>	<b>\$ 563,280.00</b>	<b>\$ 899,500</b>	<b>\$ 916,000</b>	<b>\$ 16,500</b>
<b>1161</b>	<b>Information Technology Services</b>				
	AD Migration Project		\$ 20,000	\$ 20,000	\$ -
	Administrative Assistance		-	25,000	25,000
	Adobe SSO Integration		-	15,000	15,000
	Central Square Support		20,000	20,000	-

Work Element	Description/Purpose	Actuals as of 02/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change \$ Increase/(Decrease)
	DATA Security Improvements, Cloud Data Risk		50,000		(50,000)
	Enterprise App Support - Ongoing		-	150,000	150,000
	Helpdesk Technician		-	35,000	35,000
	Leave Management System		3,000	3,000	-
	Managed Services for Information Security Program Management - CISOShare		-	180,000	180,000
	Network Assistance		50,000	50,000	-
	PC Support Technician		95,000	-	(95,000)
	Project Coordinator- SD		95,000	70,000	(25,000)
	Salesforce: Agency CRM Enhancement		100,000	100,000	-
	Salesforce: Marketing Cloud		-	500,000	500,000
	Salesforce: Operations Support, Security & Governance		525,000	300,000	(225,000)
	Security Program Consulting and Advisory		120,000	30,000	(90,000)
	Technical Assistance Portal Enhancements		30,000	25,000	(5,000)
	Web Accessibility 508 On-Going O&M		100,000	100,000	-
	Web Security Project		200,000	75,000	(125,000)
	Web/DB Application Development/Integration		50,000	50,000	-
	Website Operations Maintenance and Enhancement		375,000	425,000	50,000
	SharePoint Consulting Services		50,000	-	(50,000)
	TSS App Developer Consultant		200,000		(200,000)
	<b>TOTAL</b>	<b>\$ 1,769,331</b>	<b>\$ 2,083,000</b>	<b>\$ 2,173,000</b>	<b>\$ 90,000</b>
<b>1162</b>	<b>Agency Websites</b>				
	Website Operations Maintenance and Enhancement		\$ 75,000	75,000	\$ -
	Salesforce program services		-	22,500	\$ 22,500
	DATA Security Improvements, Cloud Data Risk		-	75,000	\$ 75,000
	Salesforce: Operations Support, Security & Governance		-	325,000	\$ 325,000
	TSS App Developer Consultant			200,000	\$ 200,000
	Security Program Consulting and Advisory		-	70,000	\$ 70,000
	<b>TOTAL</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 767,500</b>	<b>\$ 692,500</b>
<b>1212</b>	<b>Performance Measuring and Monitoring</b>				
	Performance Monitoring and Vital Signs		\$ 225,000	\$ 225,000	\$ -
	<b>TOTAL</b>	<b>\$ 677,147</b>	<b>\$ 225,000</b>	<b>\$ 225,000</b>	<b>\$ -</b>
<b>1222</b>	<b>Regional Car Pool Program/Van Poll and Commuter Benefits Program</b>				
	Bay Area Carpool Program		\$ 850,000	500,000	\$ (350,000)
	Bay Area Vanpool Program		1,199,640	500,000	(699,640)
	Commuter Benefits Program (SB 1128)		210,000	-	(210,000)
	Commuter Benefits Program		2,540,000	-	(2,540,000)
	Commuter Benefits Program (SB 1128) - (OBAG-2) - Carryover		-	56,000	56,000
	Commuter Benefits Program (SB 1128) - New Grant (OBAG-3) - Carryover		-	5,531,000	5,531,000
	Bay Area Vanpool Program Carryover		-	2,870,000	2,870,000
	NTD Compliance Audit		30,000	18,000	(12,000)
	Vanpool Audits		-	30,000	30,000
	Bay Area Car Pool Program - Carryover		1,651,017	300,000	(1,351,017)
	<b>TOTAL</b>	<b>\$ 2,854,952</b>	<b>\$ 6,480,657</b>	<b>\$ 9,805,000</b>	<b>\$ 3,324,343</b>
<b>1223</b>	<b>Support Transportation System Management Program</b>				
	BATA Rehab- Regional Comm Infrastructure - Alternatives Assessment - Carryover		\$ -	\$ 200,000	\$ 200,000
	BATA Rehab- Regional Comm Infrastructure - Alternatives Assessment - New		-	200,000	200,000
	Connected Bay Area Strategic Plan		-	-	-
	Encumbered Carryover		25,299	-	(25,299)
	I-880 Communications Upgrade		2,000,000	-	(2,000,000)
	I-880 ICM Central Segment Design - Carryover		357,875	-	(357,875)
	Regional Comm Infrastructure Improvements - Carryover		6,308	4,988,249	4,981,941
	TMC Programs and Related Infrastructure- Carryover		661,252	640,000	(21,252)
	Unencumbered Carryover		1,036,496	-	(1,036,496)
	<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 4,087,230</b>	<b>\$ 6,028,249</b>	<b>\$ 1,941,019</b>
<b>1224</b>	<b>Implement Regional Traveler Information Services</b>				
	511 Alerting		\$ 75,000	\$ 75,000	\$ -
	511 Express Lane Operations - Est .Carryover		598,323	-	(598,323)
	511 Innovation Lab		200,000	300,000	100,000
	511 System Integrator		2,500,000	3,200,000	700,000
	511 System Integrator - Carryover		-	-	-
	511 TIC Operations		1,420,000	1,500,000	80,000
	511 Web Hosting		80,000	-	(80,000)
	511 Web Services		1,650,000	1,250,000	(400,000)
	Contract Management Services		30,000	309,940	279,940
	Predictive Analytics Demonstration for Traffic Events		-	-	-
	System Integrator		52,673	-	(52,673)
	Technical Advisor Services		400,000	400,000	-
	Transit Data QA/QC Services		250,000	-	(250,000)
	<b>TOTAL</b>	<b>\$ 5,373,958</b>	<b>\$ 7,255,996</b>	<b>\$ 7,034,940</b>	<b>\$ (221,056)</b>
<b>1233</b>	<b>Transportation Asset Management (TAM) Program</b>				
	AI Data Collection		\$ -	\$ 2,000,000	\$ 2,000,000
	Local Road Safety Plan Assistance		2,000,000	720,000	(1,280,000)
	PTAP Projects		10,850,000	2,500,000	(8,350,000)
	PTAP Projects Est. Carryover		645,037	1,121,744	476,707
	PTAP Projects - Unencumbered Est Carryover		53,340	-	(53,340)
	Quality Assurance Program for PTAP		60,000	60,000	-
	Regional Safety Campaign		500,000	500,000	-
	Regional Safety Data System Support & Expansion		312,906	400,000	87,094
	Regional Transit Asset Management Initiatives		-	-	-
	Software Development and Maintenance		-	-	-



Work Element	Description/Purpose	Actuals as of 02/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change \$ Increase/(Decrease)
	Software Training Support		-	-	-
	Software Training Support		-	-	-
	StreetSaver Development		1,500,000	2,000,000	500,000
	StreetSaver Training		650,000	650,000	-
	Needs Assessment		-	50,000	50,000
	Workshops/peer - exchanges/outreach campaign		-	1,600,000	1,600,000
	<b>TOTAL</b>	<b>\$ 4,362,142</b>	<b>\$ 16,571,283</b>	<b>\$ 11,601,744</b>	<b>\$ (4,969,539)</b>
<b>1234</b>	<b>Arterial and Transit Management</b>				
	Arterial Operations IDEA CAT 2		\$ -	\$ -	\$ -
	* IDEA 2.0		-	1,000,000	1,000,000
	* PASS		2,000,000	1,500,000	(500,000)
	* IDEA Contra Costa TSP Carryover		-	1,136,844	1,136,844
	Match for STBG		-	340,777	340,777
	MultiModal Arterial Operations		-	2,000,000	2,000,000
	2016 On-Call Transportation Eng. and Plan Services - Carryover		447,968	-	(447,968)
	2016 On-Call Transportation Engagement & Planning Services - Carryover		273,377	274,213	836
	* AC Transit, Dumbarton Express IDEA Project - Carryover		1,461,501	2,543,492	1,081,991
	* Supplemental IDEA Category 2 - Carryover		282,356	200,000	(82,356)
	* IDEA Category 1 - Carryover		613,018	433,356	(179,662)
	Required Match for STBG 1842		340,777	-	(340,777)
	Carryover		-	206,585	206,585
	FY 2021-22 Carryover		1,437,980	-	(1,437,980)
	<b>TOTAL</b>	<b>\$ 1,511,941</b>	<b>\$ 6,856,977</b>	<b>\$ 9,635,267</b>	<b>\$ 2,778,290</b>
<b>1235</b>	<b>Implement Incident Management Program</b>				
	I-880 Central Segment PE/Env/Design		\$ 550,000	\$ -	\$ (550,000)
	I-880 ICM North Segment Integration - Carryover		3,615,556	1,256,000	(2,359,556)
	I-880 ICM Project Construction and System Integration		300,000	-	(300,000)
	511 Alerting		1,498,000	-	(1,498,000)
	I-880 Central Segment PE/Env/Design - Carryover		-	550,000	550,000
	I-880 ICM Central Segment Design - Carryover		-	184,550	184,550
	I-880 ICM Project Construction and System Integration - Carryover		-	300,000	300,000
	I-880 Integrated Corridor Management (ICM) Central Segment construction phase - Carryover		-	1,498,000	1,498,000
	Incident Management		-	2,000,000	2,000,000
	<b>TOTAL</b>	<b>\$ 383,203</b>	<b>\$ 5,963,556</b>	<b>\$ 5,788,550</b>	<b>\$ (175,006)</b>
<b>1237</b>	<b>Freeway Performance Programs - Bay Bridge Forward</b>				
	2019 Project Management - Carryover		\$ 228,083	\$ -	\$ (228,083)
	2019 Project/Program Management Services - Carryover		13,559	-	(13,559)
	ALA-I580 Westbound - Carryover		287,356	-	(287,356)
	Bay Bridge Forward - Carryover		450,010	-	(450,010)
	Commuter Parking Initiative		646,500	2,145,289	1,498,789
	Commuter Parking Outreach - Carryover		661,868	-	(661,868)
	Consultants - Carryover		954,724	-	(954,724)
	Design Alternatives Assessments/Corridor Studies		1,500,000	1,500,000	-
	Freeway Performance Prelim Eng/Imp. SR-37		2,050,000	1,700,000	(350,000)
	I-80 Comprehensive Multimodal Corridor Plan (CMCP)/I-80 Design Alternatives Analysis (DAA)		885,000	1,044,950	159,950
	Northbound I-680 Express Lane Project - Carryover		8,425,784	-	(8,425,784)
	Occupancy Detection/Verification - Carryover		-	559,501	559,501
	Occupancy Detection/Verification- New		-	200,000	200,000
	On-Call Transportation Eng. and Planning Services - Carryover		38,174	-	(38,174)
	Parking Operations & Management - Carryover		2,095,196	-	(2,095,196)
	RSR Forward Bike/TDM		400,000	400,000	-
	Richmond San Rafael (RSR) Rides		-	52,702	52,702
	Richmond-San Rafael E-Bike Commute Program		-	300,000	300,000
	Transp. Engng. & Planning Services - Carryover		150,606	-	(150,606)
	<b>TOTAL</b>	<b>\$ 2,467,229</b>	<b>\$ 18,786,860</b>	<b>\$ 7,902,442</b>	<b>\$ (10,884,418)</b>
<b>1238</b>	<b>Technology-Based Operations &amp; Mobility</b>				
	* Bikeshare Capital Grant Program		\$ 826,000	\$ 826,000	\$ -
	Bikeshare Implementation		700,000	655,500	(44,500)
	Connected and Automated Vehicles		450,000	1,234,550	784,550
	Napa Valley Forward TDM		240,000	260,000	20,000
	Napa Valley Forward Transportation Demand Management (TDM)		-	420,225	420,225
	Regional Data Platform		-	4,000	4,000
	Richmond-San Rafael E-Bike Commute Program		-	95,816	95,816
	Shared Use Mobility		575,000	150,000	(425,000)
	<b>TOTAL</b>	<b>\$ 329,898</b>	<b>\$ 2,791,000</b>	<b>\$ 3,646,091</b>	<b>\$ 855,091</b>
<b>1239</b>	<b>Regional Mobility Technology Program</b>				
	Regional ITS Architecture		\$ 50,000	\$ 2,000,000	1,950,000
	Regional Map		1,791,538	3,570,000	1,778,462
	Regional Mapping Data Services Platform		1,900,000	800,000	(1,100,000)
	Salesforce: Regional Account		500,000.00	1,250,000	750,000
	Transit Connectivity Gap Analysis with Regional GTFS		388,347	250,000	(138,347)
	<b>TOTAL</b>	<b>\$ 2,873,033</b>	<b>\$ 4,629,885</b>	<b>\$ 7,870,000</b>	<b>\$ 3,240,115</b>
<b>1240</b>	<b>Clean Air Program</b>				
	Clean CA Portal Lighting Project		\$ 6,500,000	\$ -	\$ (6,500,000)
	<b>Total</b>	<b>\$ -</b>	<b>\$ 6,500,000</b>	<b>\$ -</b>	<b>\$ (6,500,000)</b>
<b>1310</b>	<b>Equity, Access and Mobility Planning and Programs</b>				
	Blue Ribbon Action Plan - Paratransit Analysis		\$ 250,000	\$ -	\$ (250,000)
	* Community-Based Organizations engamement enhancement		-	1,500,000	1,500,000
	Community Choice Learning Hub: Contracting w/ CBOs		30,000	-	(30,000)

Work Element	Description/Purpose	Actuals as of 02/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change \$ Increase/(Decrease)
	Coordinated Plan Update		-	90,463	90,463
	Equity Action Plan: FPP Cohort - Equity Platform Implementation in Fund Sources		70,000	-	(70,000)
	FY 2021-22 Carryover		32,144	21,048	(11,096)
	* <i>OBAG3 CTA CBTP Planning funds</i>		-	3,000,000	3,000,000
	Participatory Budgeting Advisory Technical Assistance		100,000	4,000,000	3,900,000
	* <i>TTAP Action 22 - OSR Pilot Grants</i>		-	1,600,000	1,600,000
	TTAP Actions 21-25 Facilitation Assistance		-	30,000	30,000
	TTAP Actions 21-25 Planning Assistance		-	200,025	200,025
	Unspent Grant funds		-	561,990	561,990
	<b>TOTAL</b>	<b>\$ 110,202</b>	<b>\$ 482,144</b>	<b>\$ 11,003,526</b>	<b>\$ 10,521,382</b>
<b>1311</b>	<b>Means Based Fare Program</b>				
	* <i>Fare Subsidy</i>		\$ 1,094,404	\$ 8,000,000	\$ 6,905,596
	Fare Program Title VI Analysis Support		-	600,000	600,000
	Studies, Evaluations, and Analyses		-	1,000,000	1,000,000
	Other Admin		500,000	-	(500,000)
	Program Admin		1,500,000	1,816,024	316,024
	Technology Support		500,000	-	(500,000)
	<b>TOTAL</b>	<b>\$ 10,143,209</b>	<b>\$ 3,594,404</b>	<b>\$ 11,416,024</b>	<b>\$ 7,821,620</b>
<b>1312</b>	<b>Support Title VI and Environmental Justice</b>				
	Title VI Triennial Report and LAP review assistance		\$ 75,000	\$ 75,000	\$ -
	<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ -</b>
<b>1314</b>	<b>Means Based Toll Discount</b>				
	Express Lanes START Pilot Study on EL (Carryover)		\$ 300,000	\$ 105,114	\$ (194,886)
	I-880 Corridor Performance Evaluation for Toll Discount Pilot		300,000	450,000	150,000
	<b>TOTAL</b>	<b>\$ 576,091</b>	<b>\$ 600,000</b>	<b>\$ 555,114</b>	<b>\$ (44,886)</b>
<b>1413</b>	<b>Climate Initiatives</b>				
	Bike to Wherever/Work Day Program		\$ 1,500,000	\$ 1,500,000	\$ -
	Spare the Air Youth Program		531,754	3,300,000	2,768,246
	Regional Carsharing - Carryover		142,352	-	(142,352)
	* <i>Electric Vehicles and Chargers</i>		20,000,000	15,000,000	(5,000,000)
	* <i>Mobility Hubs</i>		15,000,000	2,500,000	(12,500,000)
	Parking Program (capital)		10,001,908	-	(10,001,908)
	Bay Weels Bikeshare E-Bike Expansion		-	15,940,000	15,940,000
	Parking (planning)		-	2,000,000	2,000,000
	<b>TOTAL</b>	<b>\$ 967,620</b>	<b>\$ 47,176,014</b>	<b>\$ 40,240,000</b>	<b>\$ (6,936,014)</b>
<b>1514</b>	<b>Regional Assistance Programs and Project Reviews</b>				
	Performance Audits - RFP		\$ 285,000	\$ 285,000	\$ -
	Performance Audits - New		-	500,000	500,000
	TDA/STA Portal		290,000	340,000	50,000
	<b>TOTAL</b>	<b>\$ 80,000</b>	<b>\$ 575,000</b>	<b>\$ 1,125,000</b>	<b>\$ 550,000</b>
<b>1515</b>	<b>State Programming, Monitoring and STIP Development</b>				
	ATP Technical Assistance Program		\$ 300,000	\$ 300,000	\$ -
	<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 300,000</b>	<b>\$ 300,000</b>	<b>\$ -</b>
<b>1517</b>	<b>Transit Sustainability/Planning</b>				
	Action Plan Projects and Support		\$ -	\$ 1,500,000	\$ 1,500,000
	Action Plan Support		-	1,650,000	1,650,000
	Blue Ribbon Analysis		3,240,000	115,000	(3,125,000)
	Clipper BayPass Program Development and Evaluation		-	600,000	600,000
	Connected Network Plan Community Engagement		250,000	-	(250,000)
	Connected Network Plan Technical Assistance		750,000	-	(750,000)
	Consultant support for Regional Transit Priority Policy and Corridor Assessment		-	450,000	450,000
	HDR Engineering FY 2022-23 Carryover		-	60,000	60,000
	Integrated Rail Fare Study		-	400,000	400,000
	Staff Support - Leaves		-	250,000	250,000
	Transit 2050+ (CNP) Technical Assistance		-	2,000,000	2,000,000
	Transit Fiscal Cliff analysis		-	450,000	450,000
	Regional Zero Emission Fleet Strategy		612,911	515,638	(97,273)
	Diridon Station Business Case Planning Support		2,000,000	2,000,000	-
	Transformatio Action Plan Support		-	315,000	315,000
	S RTP Planning		720,000	-	(720,000)
	<b>TOTAL</b>	<b>\$ 1,934,582</b>	<b>\$ 7,572,911</b>	<b>\$ 10,305,638</b>	<b>\$ 2,732,727</b>
<b>1520</b>	<b>BART Metro 2030 and Beyond</b>				
	Bart Metro 2030 and Beyond		\$ 168,192	\$ -	\$ (168,192)
	<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 168,192</b>	<b>\$ -</b>	<b>\$ (168,192)</b>
<b>1521</b>	<b>Bay Area Regional Rail Partnerships - Project Delivery &amp; Governance</b>				
	Bay Area Regional Rail Partnerships: Project Delivery and Governance		\$ 188,357	\$ -	\$ (188,357)
	<b>TOTAL</b>	<b>\$ 206,892</b>	<b>\$ 188,357</b>	<b>\$ -</b>	<b>\$ (188,357)</b>
<b>1522</b>	<b>San Francisco Municipal Transportation Agency (SFMTA) Muni Modernization Planning Study</b>				
	* <i>San Francisco Municipal Transportation Agency (SFMTA) Muni Modernization Planning Study</i>		\$ 1,200,000	\$ 1,200,000	\$ -
	<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 1,200,000</b>	<b>\$ 1,200,000</b>	<b>\$ -</b>
<b>1611</b>	<b>Regional Growth Framework Planning and Implementation</b>				
	Carryover Match for Various Projects		\$ 1,281,842	\$ 1,281,842	\$ -
	* <i>CTA Planning &amp; Programming Activities</i>		35,157,000.00	7,861,000	(27,296,000)
	* <i>CTA Planning &amp; Programming Activities - Augmentation</i>		-	15,766,000	15,766,000
	* <i>Del Norte Station Precise Plan - Carryover</i>		206,845.00	112,887	(93,958)



Work Element	Description/Purpose	Actuals as of 02/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change \$ Increase/(Decrease)
	Downtown Specific Plan EIR - Carryover		34,800.00	-	(34,800)
	El Camino Precise Plan Environmental Impact Report (EIR)/Form Based Code - Carryover		277,160.00	-	(277,160)
	* General Plan Update - Carryover		1,600,000.00	1,600,000	-
	* Growth Framework Implementation - PDA Grants		23,000,000.00	23,000,000	-
	* Growth Framework Implementation - PPA Grants		2,000,000.00	2,000,000	-
	* Jumpstart Alameda County - carryover		2,000,000.00	2,000,000	-
	* Lindenville Specific Plan - Carryover		500,000.00	500,000	-
	* Master Funding Agreement (MFA)-PDA-Decoto Industrial Park Study - Carryover		340,102.00	90,102	(250,000)
	* MFA-PDA-Decoto Industrial Park Study - Carryover		-	250,000	250,000
	* Milpitas Gateway/ PDA Planning - Carryover		500,000.00	500,000	-
	PCA Revamp		25,000.00	75,000	50,000
	* PDA Regional Studies - Carryover		87,000.00	587,000	500,000
	Planning, Programming Transportation Land Use - Carryover		50,558.00	-	(50,558)
	Priority Conservation Area (PCA) Revamp		250,000.00	250,000	-
	* Priority Development Area (PDA) Grant Program - Carryover		4,670,000.00	1,919,998	(2,750,002)
	* Priority Development Area Grant Program - Carryover (OBAG1)		-	609,047	609,047
	Railvolution (renamed to MPact)		15,000.00	15,000	-
	San Francisco Market Street Hub EIR - Carryover		134,649.00	-	(134,649)
	SW Expressway & Race Street Urban Village Plan - Carryover		545,987.00	-	(545,987)
	Transit Corridors & 22nd Street Station Relocation - Carryover		434,200.00	-	(434,200)
	Transit Oriented Communities (TOC) Policy Implementation		282,390.00	32,390	(250,000)
	Transit Oriented Communities (TOC) Policy Implementation - Carryover		-	40,000	40,000
	Unencumbered Carryover		89,362.00	-	(89,362)
	* Burlingame Downtown Plan			400,000	400,000
	* Marin City PDA Plan			300,000	300,000
	* Richmond Hilltop Plan			750,000	750,000
	* Rumrill Blvd Specific Plan			250,000	250,000
	* Santa Clara Station Area Plan			400,000	400,000
	* City of Hayward Micromobility TA			70,000	70,000
	* City of San Leandro Infrastructure TA			150,000	150,000
	* City of Santa Rosa Finance Analysis TA			150,000	150,000
	* Berkeley San Pablo Avenue Specific Plan			775,000	775,000
	* City of San Jose Parking TA			125,000	125,000
	* City of San Mateo TDM TA			150,000	150,000
	* Vehicle Miles Traveled (VMT) Policy Adoption Technical Assistance - Carryover		240,000.00	240,000	-
	* VMT Policy Adoption - Carryover		240,000.00	240,000	-
	<b>TOTAL</b>	<b>\$ 1,174,619</b>	<b>\$ 73,961,895</b>	<b>\$ 62,490,266</b>	<b>\$ (11,471,629)</b>
<b>1612</b>	<b>Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning</b>				
	Initiative #1 Climate Adaptation		\$ 100,000	\$ -	\$ (100,000)
	Initiative #2 Climate Adaptation		100,000	-	(100,000)
	Initiative #3 Greenhouse Gas (GHG) Reduction		100,000	-	(100,000)
	Initiative #4 Greenhouse Gas (GHG) Reduction		100,000	-	(100,000)
	TBD		-	350,000	350,000
	<b>TOTAL</b>	<b>\$ 289,874</b>	<b>\$ 400,000</b>	<b>\$ 350,000</b>	<b>\$ (50,000)</b>
<b>1614</b>	<b>Vehicle Miles Traveled - Reduction Planning for Priority Development Areas</b>				
	Vehicle Miles Traveled		\$ 310,183	\$ -	\$ (310,183)
	<b>TOTAL</b>	<b>\$ 309,999</b>	<b>\$ 310,183</b>	<b>\$ -</b>	<b>\$ (310,183)</b>
<b>1615</b>	<b>Connecting Housing and Transportation (REAP funded only)</b>				
	* Housing Technical Assistance		\$ -	\$ 13,640,598	\$ 13,640,598
	REAP 2 Public Engagement		-	100,000	100,000
	* Housing Preservation Pilot Transfer of REAP 2.0 grant funding to BAHFA			15,000,000	15,000,000
	EPA Brownsfield Grant		58,933	-	(58,933)
	* Priority Sites Pilot Transfer of REAP 2.0 grant funding to BAHFA			28,000,000	28,000,000
	<b>TOTAL</b>	<b>\$ 43,685</b>	<b>\$ 58,933</b>	<b>\$ 56,740,598</b>	<b>\$ 56,681,665</b>
<b>1622</b>	<b>Next-Generation Bay Area Freeways Study</b>				
	Next-Generation Bay Area Freeways Study Operational Analysis		\$ 150,000	\$ 150,000	\$ -
	Next-Generation Freeways Implementation Planning		-	100,000	100,000
	Public Engagement and Outreach		250,000	17,727	(232,273)
	Public Engagement Carryover		82,878	250,000	167,122
	<b>TOTAL</b>	<b>\$ 60,000</b>	<b>\$ 482,878</b>	<b>\$ 517,727</b>	<b>\$ 34,849</b>
<b>1621</b>	<b>Network Management - Planning for Implementation</b>				
	Network Management		\$ 496,993	\$ 246,993	\$ (250,000)
	<b>TOTAL</b>	<b>\$ 490,058</b>	<b>\$ 496,993</b>	<b>\$ 246,993</b>	<b>\$ (250,000)</b>
	<b>Total Consultant Contracts</b>	<b>\$ 46,382,281</b>	<b>\$ 244,229,222</b>	<b>\$ 300,346,178</b>	<b>\$ 56,116,956</b>
	* Note: Projects italicized and marked with (*) indicate funds that will be implemented by other agencies as part of a funding agreement with MTC				

## Metropolitan Transportation Commission Capital Budget FY 2023-2024

### Capital Projects

#### Revenue:

Transfer from Operating Reserve

FY 2022-23 Budget	FY 2023-24 Draft
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\$	910,000	\$	3,066,000
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#### Total Revenue

<b>\$</b>	<b>910,000</b>	<b>\$</b>	<b>3,066,000</b>
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#### Expenses:

Security Upgrades

Hardware Deployment Pgm

SCCM and MAC Management Project

Veeam Backup Server

Vsphere Enterprise/VMware ESXI/Vcenter - Desktop ; Modelling server replacement

Hardware Support -OOW / Recovery

Hardware Replacement (GIS)

Hardware - Monitors

Committee Packet Automation System

ERP Planning and Discovery

Contract and Procurement Routing Module

\$	100,000	\$	100,000
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	150,000		220,000
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	80,000		80,000
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	15,000		15,000
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	80,000		100,000
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	10,000		10,000
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-			16,000
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-			25,000
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-			2,500,000
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	275,000		-
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	200,000		-
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#### Total Expenses

<b>\$</b>	<b>910,000</b>	<b>\$</b>	<b>3,066,000</b>
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**Clipper Budget**  
**FY 2023-24 Budget**

**Clipper 1 Operating:**

**Revenue:**

	Actuals as of 2/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change \$ Increase/(Decrease)
Regional Measure 2 (RM2)	\$ 1,345,300	\$ 3,209,807	\$ 3,988,344	\$ 778,537
State of Good Repair (SGR)	-	68,188	390,133	321,945
State Transit Assistance (STA)	5,495,318	10,000,000	7,700,000	(2,300,000)
Coronavirus Aid, Relief and Economic Security Act (CARES)	-	-	120,000	120,000
Inactive Accounts	-	-	5,000,000	5,000,000
Float Account Interest	2,107,735	1,500,000	500,000	(1,000,000)
Transit Operators	7,092,266	12,515,000	14,000,000	1,485,000
<b>Total Revenue</b>	<b>\$ 16,040,619</b>	<b>\$ 27,292,995</b>	<b>\$ 31,698,477</b>	<b>\$ 4,405,482</b>

**Expense:**

Staff cost	\$ 357,361	\$ 597,470	\$ 864,077	\$ 266,607
General Operations	13,252,126	488,162	114,400	(373,762)
Clipper Operations	338,347	26,207,362	30,720,000	4,512,638
<b>Total Expense</b>	<b>\$ 13,947,834</b>	<b>\$ 27,292,994</b>	<b>\$ 31,698,477</b>	<b>\$ 4,405,483</b>

**Clipper 2 Operating:**

**Revenue:**

	Actuals as of 2/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change \$ Increase/(Decrease)
Regional Measure 2 (RM2)	\$ 1,023,606	\$ 1,790,193	\$ 2,308,627	\$ 518,434
State of Good Repair (SGR)	1,845,027	9,893,309	4,598,027	(5,295,282)
Low Carbon Transit Operations (LCTOP)	-	-	6,000,000	6,000,000
Clipper Cards	-	4,255,000	2,750,000	(1,505,000)
Inactive Accounts	-	-	2,000,000	2,000,000
Float Account Interest	-	-	600,000	600,000
Transit Operators	974,244	8,030,000	14,844,108	6,814,108
<b>Total Revenue</b>	<b>\$ 3,842,877</b>	<b>\$ 23,968,502</b>	<b>\$ 33,100,762</b>	<b>\$ 9,132,260</b>

**Expense:**

Staff cost	\$ 577,330	\$ 987,702	\$ 1,300,362	\$ 312,660
General Operations	278	10,400	10,400	-
Clipper 2 Operations	3,466,133	22,970,400	31,790,000	8,819,600
<b>Total Expense</b>	<b>\$ 4,043,741</b>	<b>\$ 23,968,502</b>	<b>\$ 33,100,762</b>	<b>\$ 9,132,260</b>

**Clipper 1 Capital:**

**Revenue:**

	Actuals Life-to-Date (LTD) 2/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	FY 2023-24 Life-To-Date (LTD)
Congestion Mitigation and Air Quality (CMAQ)	\$ 67,064,250	\$ 65,048,448	\$ -	\$ 65,048,448
Clipper Cards	28,243,830	27,031,267	1,204,386	28,235,653
Low Carbon Transit Operations (LCTOP)	7,467,202	8,224,373	176,198	8,400,571
American Recovery and Reinvestment Act (ARRA)	11,167,891	11,167,891	-	11,167,891
Federal Transit Administration (FTA)	25,777,110	14,098,770	26,369	14,125,139
Surface Transportation Block Grant (STBG)	35,314,796	31,790,753	-	31,790,753
State Transit Assistance (STA)	26,515,452	21,946,540	-	21,946,540
Proposition 1B	1,045,170	1,115,383	-	1,115,383
San Francisco Municipal Transportation Agency (SFMTA)	4,253,603	8,005,421	-	8,005,421
Golden Gate Bridge, Highway & Transportation District (GGBHTD)	2,799,165	2,975,000	-	2,975,000
Bay Are Rapid Transit (BART)	527,378	725,000	-	725,000
Exchange Fund	7,573,878	7,573,878	-	7,573,878
Bay Area Toll Authority (BATA)	29,953,905	26,520,751	-	26,520,751
Transit Operators	5,373,183	11,779,437	-	11,779,437
Water Emergency Transportation Authority (WETA)	657,307	603,707	-	603,707
Sales Tax	890,216	890,216	-	890,216
Clipper Escheatment	-	218,251	-	218,251
<b>Total Revenue</b>	<b>\$ 254,624,336</b>	<b>\$ 239,715,086</b>	<b>\$ 1,406,954</b>	<b>\$ 241,122,039</b>

**Expense:**

Staff Costs	\$ 16,429,561	\$ 16,187,387	\$ 406,954	\$ 16,594,340
Equipment	128,548,759	48,726,873	1,000,000	49,726,873
Consultants	72,611,761	174,800,826	-	174,800,826
<b>Total Expense</b>	<b>\$ 217,590,081</b>	<b>\$ 239,715,086</b>	<b>\$ 1,406,954</b>	<b>\$ 241,122,039</b>

**Clipper 2 Capital:**

**Revenue:**

	Actuals Life-to-Date (LTD) 2/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	FY 2023-24 Life-To-Date (LTD)
Surface Transportation Block Grant (STBG)	\$ 9,477,616	\$ 9,477,616	\$ 250,000	\$ 9,727,616
Federal Transit Administration (FTA)	61,480,793	176,438,364	-	176,438,364
Prop 1B/LCTOP	349,150	-	96,857	96,857
Congestion Mitigation and Air Quality (CMAQ)	730,642	1,621,068	-	1,621,068
BATA	22,369,101	22,859,802	-	22,859,802
State of Good Repair (SGR)	25,866,580	54,496,690	8,037,328	62,534,017
State Transit Assistance (STA)	2,884,592	8,989,992	3,065,000	12,054,992
Clipper Cards	-	7,000,000	5,000,000	12,000,000
Low Carbon Transit Operations (LCTOP)	-	452,961	-	452,961
Inactive Cards	-	135,000	-	135,000
<b>Total Revenue</b>	<b>\$ 123,158,475</b>	<b>\$ 281,471,493</b>	<b>\$ 16,449,185</b>	<b>\$ 297,920,678</b>

**Expense:**

Staff Costs	\$ 13,810,591	\$ 17,603,938	\$ 2,584,185	\$ 20,188,123
Equipment	47,755,798	7,591,903	3,500,000	11,091,903
Consultants	13,378,459	256,275,652	10,365,000	266,640,652
<b>Total Expense</b>	<b>\$ 74,944,848</b>	<b>\$ 281,471,493</b>	<b>\$ 16,449,185</b>	<b>\$ 297,920,678</b>



# **Bay Area Forward Capital Budgets FY 2023-24**

## **Bay Area Forward - Project Delivery**

### **Bay Bridge Forward 2016 (2656)**

#### **Revenue:**

Surface Transportation Block Grant (STBG)	\$ 44,453	\$ 1,299,819	\$ 387,430	\$ 1,687,249
Service Authority for Freeways and Expressways (SAFE)	25,000	6,231,144	-	6,231,144
Congestion Mitigation and Air Quality (CMAQ)	41,178	-	756,813	756,813
Exchange	123,557	3,900,000	-	3,900,000
Bay Area Toll Authority (BATA) Rehabilitation	597,327	600,000	-	600,000
Bay Area Toll Authority (BATA) Regional Measure 2	-	17,866,000	700,000	18,566,000
<b>Total Revenue</b>	<b>\$ 840,015</b>	<b>\$ 29,896,963</b>	<b>\$ 1,844,243</b>	<b>\$ 31,741,206</b>

#### **Expense:**

Staff Costs	\$ 85,795	\$ 50,181	\$ 387,430	\$ 437,611
Consultants	769,761	29,846,782	1,456,813	31,303,595
<b>Total Expense</b>	<b>\$ 855,557</b>	<b>\$ 29,896,963</b>	<b>\$ 1,844,243</b>	<b>\$ 31,741,206</b>

### **Bay Bridge Forward 2020 (2657)**

#### **Revenue:**

Surface Transportation Block Grant (STBG) - New	\$ 435,408	\$ 10,749,675	\$ 4,450,000	\$ 15,199,675
Regional Measure 2 (RM2) Capital		4,825,455	-	4,825,455
Congestion Mitigation and Air Quality (CMAQ)		12,709,362	-	12,709,362
Bay Area Toll Authority (BATA) Local Partnership		5,000,000	(5,000,000)	-
Bay Area Toll Authority (BATA) Rehabilitation	900,716	2,000,000	-	2,000,000
Alameda County Transportation Commission (ACTC)	737,626	20,757,833	-	20,757,833
<b>Total Revenue</b>	<b>\$ 2,073,751</b>	<b>\$ 56,042,325</b>	<b>\$ (550,000)</b>	<b>\$ 55,492,325</b>

#### **Expense:**

Staff Costs	\$ 95,524	\$ 124,675	\$ -	\$ 124,675
Construction Implementation			-	-
Consultants	2,038,390	55,917,650	(550,000)	55,367,650
<b>Total Expense</b>	<b>\$ 2,133,914</b>	<b>\$ 56,042,325</b>	<b>\$ (550,000)</b>	<b>\$ 55,492,325</b>

### **Bay Area Forward - Richmond San Rafael Forward (2658)**

#### **Revenue:**

Surface Transportation Block Grant (STBG)	\$ 35,154	\$ 55,812	\$ -	\$ 55,812
Active Transportation Program (Cycle 5)			4,302,000	4,302,000
Exchange	-	1,146,000	-	1,146,000
<b>Total Revenue</b>	<b>\$ 35,154</b>	<b>\$ 1,201,812</b>	<b>\$ 4,302,000</b>	<b>\$ 5,503,812</b>

#### **Expense:**

Staff Costs	\$ 35,688	\$ 55,812	\$ -	\$ 55,812
Consultants	-	222,000	4,302,000	4,524,000
<b>Total Expense</b>	<b>\$ 35,688</b>	<b>\$ 277,812</b>	<b>\$ 4,302,000</b>	<b>\$ 4,579,812</b>

### **Bay Area Forward - Freeway Performance Initiative I-680 (2659)**

#### **Revenue:**

Surface Transportation Block Grant (STBG)	-	14,000,000	-	14,000,000
<b>Total Revenue</b>	<b>\$ -</b>	<b>\$ 14,000,000</b>		<b>\$ 14,000,000</b>

#### **Expense:**

Staff Costs	\$ -	\$ -	\$ -	\$ -
Consultants		14,000,000	-	14,000,000
<b>Total Expense</b>	<b>\$ -</b>	<b>\$ 14,000,000</b>		<b>\$ 14,000,000</b>

	Actuals Life-to-Date (LTD) 02/28/2023	FY 2022-23 Amendment No. 1 Life To Date	FY 2023-24 Draft	FY 2023-24 Life To Date
<b>Bay Area Forward - Freeway Performance Initiative I-880 (2660)</b>				
<b>Revenue:</b>				
Surface Transportation Block Grant (STBG)	\$ 552,044	\$ 3,725,115	\$ -	\$ 3,725,115
Congestion Mitigation and Air Quality (CMAQ)		3,296,800		3,296,800
<b>Total Revenue</b>	<b>\$ 552,044</b>	<b>\$ 7,021,915</b>	<b>\$ -</b>	<b>\$ 7,021,915</b>
<b>Expense:</b>				
Staff Costs	\$ 53,719	\$ 61,440	\$ -	\$ 61,440
Consultants	502,242	6,960,475		6,960,475
<b>Total Expense</b>	<b>\$ 555,961</b>	<b>\$ 7,021,915</b>	<b>\$ -</b>	<b>\$ 7,021,915</b>
<b>Bay Area Forward - Freeway Performance Initiative US - 101 (2661)</b>				
<b>Revenue:</b>				
Congestion Mitigation and Air Quality (CMAQ)	\$ 40,475	\$ 3,000,000	\$ 400,000	\$ 3,400,000
Surface Transportation Block Grant (STBG)	51,231	2,467,440	-	2,467,440
<b>Total Revenue</b>	<b>\$ 91,706</b>	<b>\$ 5,467,440</b>	<b>\$ 400,000</b>	<b>\$ 5,867,440</b>
<b>Expense:</b>				
Staff Costs	\$ 55,547	\$ 61,440	\$ -	\$ 61,440
Consultants	40,475	5,406,000	400,000	5,806,000
<b>Total Expense</b>	<b>\$ 96,022</b>	<b>\$ 5,467,440</b>	<b>\$ 400,000</b>	<b>\$ 5,867,440</b>
<b>Bay Area Forward - Dumbarton Forward (2662)</b>				
<b>Revenue:</b>				
Surface Transportation Block Grant (STBG)/(New)	\$ 244,752	\$ 7,350,361	\$ -	\$ 7,350,361
Regional Measure 2 (RM2) Capital		4,800,000	-	4,800,000
<b>Total Revenue</b>	<b>\$ 244,752</b>	<b>\$ 12,150,361</b>	<b>\$ -</b>	<b>\$ 12,150,361</b>
<b>Expense:</b>				
Staff Costs	\$ 87,754	\$ 100,361	\$ -	\$ 100,361
Consultants	157,614	12,050,000		12,050,000
<b>Total Expense</b>	<b>\$ 245,368</b>	<b>\$ 12,150,361</b>	<b>\$ -</b>	<b>\$ 12,150,361</b>
<b>Bay Area Forward - Napa Forward (2663)</b>				
<b>Revenue:</b>				
Surface Transportation Block Grant (STBG)/(New)	1,146,236	20,662,600	-	20,662,600
<b>Total Revenue</b>	<b>\$ 1,146,236</b>	<b>\$ 20,662,600</b>	<b>\$ -</b>	<b>\$ 20,662,600</b>
<b>Expense:</b>				
Staff Costs	\$ 161,800	\$ 161,800	\$ -	\$ 161,800
Consultants	986,494	20,500,800	-	20,500,800
<b>Total Expense</b>	<b>\$ 1,148,294</b>	<b>\$ 20,662,600</b>	<b>\$ -</b>	<b>\$ 20,662,600</b>
<b>Bay Area Forward - SR 37 Sears Point to Mare Island Improvement Project (2664)</b>				
<b>Revenue:</b>				
Senate Bill (SB) 170 Caltrans		\$ -	\$ 4,000,000	\$ 4,000,000
Regional Measure 3	-	-	6,000,000	6,000,000
<b>Total Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 10,000,000</b>	<b>\$ 10,000,000</b>
<b>Expense:</b>				
Staff Costs	\$ -	\$ -	\$ -	\$ -
Consultants	-		10,000,000	10,000,000
<b>Total Expense</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 10,000,000</b>	<b>\$ 10,000,000</b>
<b>Total Revenue Bay Area Forward</b>	<b>\$ 4,983,657</b>	<b>\$ 146,443,416</b>	<b>\$ 15,996,243</b>	<b>\$ 162,439,659</b>
<b>Total Expense Bay Area Forward</b>	<b>5,070,803</b>	<b>145,519,416</b>	<b>15,996,243</b>	<b>161,515,659</b>

**Attachment G****Exchange Program - Summary**

MTC Resolution 3989

As of April 28, 2023

Resolution 3989

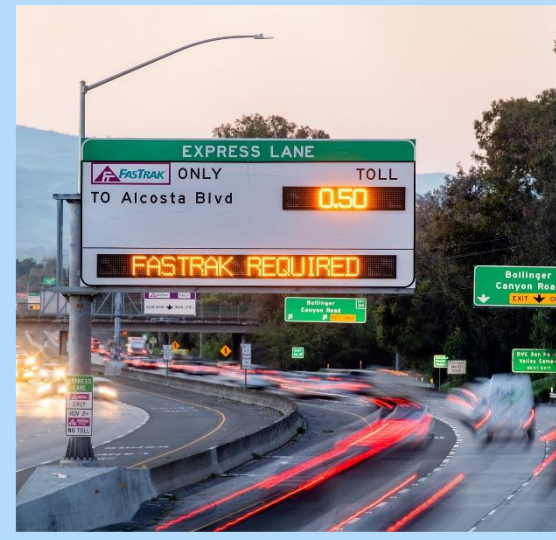
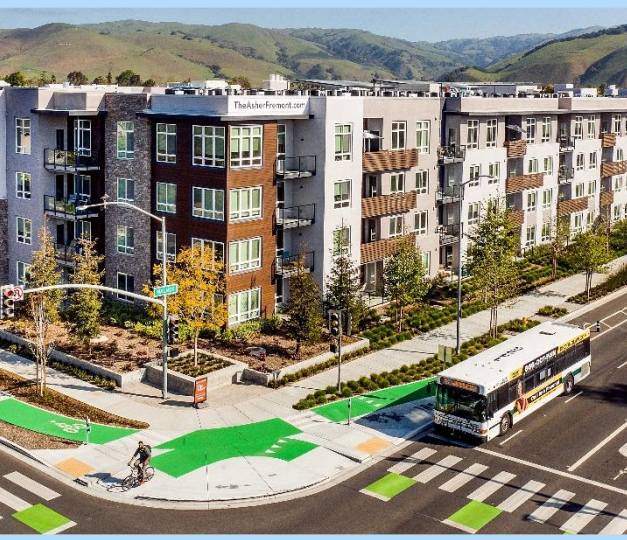
**MTC Exchange Program**

Revenues	Resolution	Approved	Received to Date	Repayment Pending
Account Interest Carryover - SCL STP Exchange	N/A	\$1,156,052	\$1,156,052	
Account Interest To-Date (7/30/2011 to 12/31/2022) - MTC Exchange	N/A	\$1,952,703	\$1,952,703	
SCTA - SON US 101 Steele Lane HOV	3731	\$1,500,000	\$1,500,000	
TAM - MRN US 101 HOV Gap Closure	3842	\$13,253,049	\$13,253,049	
SFMTA - SFPark Parking Pricing	3963	\$22,799,802	\$22,799,802	
CCTA - CC I-80 San Pablo Dam Road I/C	4264	\$1,100,000	\$1,100,000	
SCTA - SON US 101 MSN Phase B	4305	\$12,000,000	\$12,000,000	
CCTA - I-680 NB HOV/Express Lane	4357	\$4,000,000	\$4,000,000	
TAM - MRN US 101 MSN HOV Lane	4468	\$75,651,097		\$75,651,097 *
STA - SOL I-80 Managed Lanes	4469	\$63,464,510		\$63,464,510 *
STA - SOL I-80 Managed Lanes	4479	\$1,845,000		\$1,845,000
BAIFA - SOL I-80 Managed Lanes	4480	\$1,845,000		\$1,845,000
Midpen - VTA Highway 17 Wildlife Crossing/Trail	4202	\$500,000		\$500,000
CCJPA - SR84 Ardenwood	4202	\$100,000		\$100,000
<b>MTC Exchange Revenue - Total</b>		<b>\$201,167,213</b>	<b>\$57,761,606</b>	<b>\$143,405,607</b>

Expenditures	Resolution	Grant Programmed	Expended to Date	Grant Balance Life to Date	FY 2023-24 Draft Budget	Projected Remaining
Housing Investment Pilots						
Transit Oriented Affordable Housing Development (TOAH)	3940	\$10,000,000	\$10,000,000	\$0		\$0
Affordable Housing Jumpstart Program	4260	\$10,000,000	\$8,000,000	\$2,000,000	\$2,000,000	\$0
Bay Area Preservation Pilot	4311	\$10,000,000	\$10,000,000	\$0		\$0
PCA Grant Program						
PCA Grant Program	4202	\$6,949,000	\$2,453,592	\$4,495,408	\$3,500,000	\$995,408
Bike Share Investments						
Bike Share Capital and Outreach - SMART Corridor	3925	\$826,000		\$826,000	\$826,000	\$0
Bike Share Capital and Outreach - Richmond	3925	\$1,024,000	\$1,024,000	\$0		\$0
Bay Wheels Bikeshare E-bike Expansion	4505	\$15,940,000		\$15,940,000	\$15,940,000	\$0
Other Multimodal Investments						
Stewart's Point Intertribal EV Implementation	3925	\$376,000	\$376,000	\$0		\$0
BBF Commuter Parking Initiative	4035	\$3,875,000	\$2,855,238	\$1,019,762	\$645,289	\$374,473
Fruitvale Quick Build	4035	\$25,000	\$25,000	\$0		\$0
IDEA - Concord: Concord Blvd, Clayton Rd & Willow Pass Rd	4202	\$589,000	\$0	\$589,000	\$589,000	\$0
IDEA - Walnut Creek: Various Locations	4202	\$621,000	\$73,156	\$547,844	\$547,844	(\$0)
IDEA - Concord Blvd, Clayton Rd & Willow Pass Rd	4202	\$144,000	\$143,538	\$462		\$462
Richmond-San Rafael Bridge Bicycle Access	4202	\$500,000	\$484,668	\$15,332		\$15,332
Richmond-San Rafael Bridge Forward	4202	\$1,046,000	\$157,570	\$888,430	\$752,702	\$135,728
Napa Valley Transportation Demand Strategies	4202	\$1,100,000	\$430,000	\$670,000	\$260,000	\$410,000
<b>MTC Exchange Expenditures - Total</b>		<b>\$63,015,000</b>	<b>\$36,022,762</b>	<b>\$26,992,238</b>	<b>\$25,060,835</b>	<b>\$1,931,403</b>
<b>Balances</b>		<b>\$138,152,213</b>	<b>\$21,738,844</b>	<b>\$116,413,369</b>		

\*These two exchange agreements were made possible by advancing approximately \$140 million of federal One Bay Area Grant (OBAG) funding, or nearly one year's worth of our regional share of federal apportionment of STP/CMAQ funding. Repayment of these two agreements with non-federal funds will be used to backfill OBAG program capacity and does not represent additional OBAG program capacity.





# FY 2023-24 MTC Operating and Capital Budget



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Date: June 28, 2023

Presenter: Derek Hansel, CFO

# MTC FY 2023-24 Operating Budget

## Changes from May Draft Budget

### **\$3.0 million reduction in total revenue**

(3.3) million in Federal Grants

0.4 in State Grants

(0.1) in Transfers

### **\$3.8 million decrease in total expenses**

(3.0) million in OBAG3 CTA Planning Funds

(1.0) in PBA+50 Public Engagement

0.7 for Continuous Travel Behavior Survey

0.5 in Salaries & Benefits

(0.5) for ABAG Website

(0.5) in other contractual services

### **\$0.8 million increase to Operating Surplus**

	FY 2022-23 Budget (thousands)	FY 2023-24 Budget (thousands)	% Change
Revenue			
Federal Grants	\$226,000	\$191,563	(15%)
State Grants	24,437	94,866	288%
Local	6,127	29,625	384%
Transfers	\$5,422	6,986	29%
Other	39,560	44,931	14%
<b>Total Revenue</b>	<b>\$301,546</b>	<b>\$367,973</b>	<b>22%</b>
Expense			
Salary & Benefits	\$45,993	\$53,105	15%
General Operations	4,043	4,821	19%
Contract Services	244,229	300,346	23%
Other	2,380	1,532	(36%)
<b>Total Expense</b>	<b>\$301,209</b>	<b>\$366,008</b>	<b>22%</b>
<b>Operating Surplus/(Deficit)</b>	<b>\$336</b>	<b>\$1,965</b>	<b>484%</b>

# FY 2023-24 Staffing

- 386 full time staff (including term-limited positions)
- 16 new positions to support:
  - Administrative needs for MTC's growing portfolio, including information technology, procurement, finance, legal, and human resources
  - Implementation of the \$4.5B RM 3 expenditure plan
  - Regional forecasting for PBA 50+
  - Implementation of Regional Network Management

# MTC FY 2023-24 Capital Budget

Does not  
include ERP  
system  
replacement

Capital Projects	FY 2022-23 Budget (thousands)	FY 2023-24 Budget (thousands)
<b>Revenue:</b>		
Transfer from Operating Reserve	\$910	\$3,066
<b>Total Revenue</b>	<b>\$910</b>	<b>\$3,066</b>
<b>Expenses:</b>		
Security Upgrades	\$100	\$100
Hardware Deployment Program	150	220
SCCM and MAC Management Project	80	80
Veeam Backup Server	15	15
Vsphere Enterprise/VMware ESXI/Vcenter - Desktop, Modelling Server Replacement	80	100
Hardware Support -OOW / Recovery	10	10
Hardware Replacement (GIS)	-	16
Hardware - Monitors	-	25
Committee Packet Automation System	-	2,500
ERP Planning and Discovery	275	-
Contract and Procurement Routing Module	200	-
<b>Total Expenses</b>	<b>\$910</b>	<b>\$3,066</b>

# MTC FY 2023-24 Bay Area Forward Budget

- Bridge capital projects improving bridge and freeway operations
- Funding for these projects come from a variety of federal, state and local sources
- New projects for FY 2023-24:
  - SR 37 \$10M

	FY 2022-23 (LTD) (thousands)	FY 2023-24 (thousands)	Total (LTD)
Bay Bridge (2016)	\$29,897	\$1,844	\$31,741
Bay Bridge (2020)	56,042	(550)	55,492
RSR	1,202	4,302	5,504
FPI – 680	14,000	--	14,000
FPI – 880	7,022	--	7,022
FPI – US 101	5,467	400	5,867
Dumbarton Forward	12,150	--	12,150
Napa Forward	20,663	--	20,663
SR 37	--	10,000	10,000
Total LTD Budget	\$146,443	\$15,996	\$162,439



# Clipper FY 2023-24 Operating Budget

- Operating costs increase for both Clipper I and II operations
  - Increased transactions/usage of the current Clipper system
- Clipper will operate parallel systems of Clipper I and Clipper II until Clipper II will be Revenue Ready expected in FY 2024
- More funds from inactive accounts will be used

	FY 2022-23 APPROVED (MILLIONS)	FY 2023-24 DRAFT (MILLIONS)	CHANGE
Revenue			
RM2	\$5.0	\$6.3	26%
STA	10.0	7.7	(23%)
SGR	10.0	5.0	(50%)
CARES	0.0	0.1	100%
LCTOP	0.0	6.0	100%
Clipper Cards	4.3	2.8	(35%)
Inactive Accounts	0.0	7.0	100%
Float Account Interest	1.5	1.1	(27%)
Operators	20.5	28.8	40%
<b>Total Revenue</b>	<b>\$51.3</b>	<b>\$64.8</b>	<b>26%</b>
Expense			
Staff	2.1	2.3	10%
Operations	49.2	62.5	27%
<b>Total Expense</b>	<b>\$51.3</b>	<b>\$64.8</b>	<b>26%</b>

# Clipper FY 2023-24 Capital Budget

## Clipper I

Total FY 2023-24 (LTD)      \$241 million

FY 2022-23 (LTD)      \$239.7 million

Additions FY 2023-24      \$ 1.3 million

Majority for equipment and capital consultants  
(\$ 1 million) funded by card sales

## Clipper II

Total FY 2023-24 (LTD)      \$297.9 million

FY 2022-23 (LTD)      \$ 281.5 million

Additions FY 2023-24      \$ 16.4 million

Staff      \$ 2.6 million

Equipment      \$ 3.5 million

Fare card fulfillment, ticket support

Consultants/Contracts      \$ 10.3 million

For next generation system license support, paratransit  
integration, fare media supplier, system integration and regional  
transit connection support funded

These are funded by FTA, SGR, STA, card sales and LCTOP