



Metropolitan Transportation Commission

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

Meeting Agenda

Programming and Allocations Committee

Committee Members:

Cindy Chavez (Chair), Nate Miley (Vice Chair)

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

Gina Papan, Hillary Ronen, Sheng Thao

Non-Voting Members: Dina El-Tawansy, Libby Schaaf

Wednesday, July 12, 2023

10:40 AM

Board Room - 1st Floor

The Programming and Allocations Committee is scheduled to meet on Wednesday, July 12, 2023 at 10:40 a.m. or immediately following the 10:35 a.m. Administration Committee meeting, in the Bay Area Metro Center at 375 Beale Street, Board Room (1st Floor).

This meeting shall consist of a simultaneous teleconference call at the following location(s):
6302 E. Camelback Road, Scottsdale, AZ 85252

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). 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>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Committee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/83902331818>

iPhone one-tap:

US: +13462487799,,83902331818# US (Houston) or +14086380968,,83902331818# US (San Jose)
877 853 5247 (Toll Free) or 888 788 0099 (Toll Free)

Webinar ID: 839 0233 1818

International numbers available: <https://bayareametro.zoom.us/u/kgR2LMyeh>

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

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

1. Call to Order / Roll Call / Confirm Quorum

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

2. Consent Calendar

- 2a.** [23-0804](#) Approval of Programming and Allocations Committee Minutes of the June 14, 2023 Meeting
- Action:** Committee Approval
- Attachments:** [2a 23-0804 06-14-2023 Prog&Allocations Draft Minutes v1.pdf](#)
- 2b.** [22-1777](#) Quarterly Report of the Executive Director’s Delegated Authority Actions
- Action:** Information
- Presenter:** Luis Garcia
- Attachments:** [2b 22-1777 Quarterly Report of Delegated Authority Actions.pdf](#)
- 2c.** [23-0924](#) Transit Performance Initiative - Investment Program Semi-Annual Update
- Action:** Information
- Presenter:** Craig Bosman
- Attachments:** [2c 23-0067 Transit Performance Initiative Semi-Annual Update.pdf](#)
- 2d.** [22-1770](#) MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-15.
- Action:** Commission Approval
- Presenter:** Adam Crenshaw
- Attachments:** [2d 22-1770 MTC Resolution 4545 TIP Amendment 2023-15.pdf](#)
- 2e.** [23-0869](#) FY 2022-23 Federal Earmark Repurposing. Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2023
- Action:** Commission Approval
- Presenter:** Mallory Atkinson
- Attachments:** [2e 23-0869 FY2022-23 Federal Earmark Repurposing.pdf](#)

- 2f. [23-0886](#) MTC Resolution Nos. 4202, Revised and 4505, Revised. Various revisions to the One Bay Area Grant programs (OBAG 2 and 3), including reflecting federal fund source reassignments for projects funded with Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds.

Action: Commission Approval

Presenter: Thomas Arndt

Attachments: [2f_23-0886_MTC_Resolutions_4202_4505_OBAG2_OBAG3_CRRSAA.pdf](#)

- 2g. [23-0978](#) MTC Resolution No. 3620, Revised. Revision to MTC Resolution No. 3620 to expand Delegated Authority for the Executive Director to approve certain allocations and rescissions to include Regional Measure 3 funding.

Action: Commission Approval

Presenter: Raleigh McCoy

Attachments: [2g_23-0978_MTC_Resolution_3620_RM3_Delegated_Authority.pdf](#)

3. Regional

- 3a. [23-0862](#) MTC Resolution Nos. 4556, Revised; 4570, Revised; 4571, Revised; 4572, Revised, 4574; and 4588.

The proposed action revises the FY 2023-24 MTC Fund Estimate, allocates Transportation Development Act (TDA), State Transit Assistance (STA), and Regional Measure 2 (RM2) revenues to four transit operators and the Transbay Joint Powers Authority to support transit operations, and approves the FY 2023-24 State of Good Repair (SGR) Program project list.

Action: Commission Approval

Presenter: Terence Lee

Attachments: [3a_23-0862_MTC_Resolutions_4556_4570_4571_4572_4574_4588.pdf](#)

- 3b. [23-0923](#) MTC Resolution Nos. 4584, Revised, and 4596-4602. Allocation of \$379 million in Regional Measure 3 (RM3) capital funds to ACTC, SMCTA, STA, and VTA

Recommended allocation of a total \$379 million in RM3 capital funds to Alameda County Transportation Commission (Bay Area Corridor Express Lanes: I-680 Southbound Express Lane from State Route (SR) 84 to Alcosta Blvd.; Goods Movement and Mitigation: 7th Street Grade Separation East; Interstate 680/ Interstate 880/ Route 262 Freeway Connector; Interstate 680/ State Route 84 Interchange Reconstruction Project), San Mateo County Transportation Authority (Highway 101/ State Route 92 Interchange: 101/92 Direct Connector Project), Solano Transportation Authority (North Bay Transit Access Improvements: Solano Rail Hub; State Route 37 Improvements: State Route 37 and Fairgrounds Drive Interchange), and Santa Clara Valley Transportation Authority (Eastridge to BART Regional Connector).

Action: Commission Approval

Presenter: Craig Bosman

Attachments: [3b 23-0923 MTC Resolutions 4584 4596-4602 RM3 Allocations.pdf](#)
[3b 23-0923 Attachment C Presentation.pdf](#)

4. Information

- 4a. [22-1666](#) Overview of Grant Anticipation Financing - BART Replacement Railcar Financing

Staff will provide an overview of the planned financing associated with BART Replacement Railcars.

Action: Information

Presenter: Derek Hansel

Attachments: [4a 22-1666 BART Replacement Railcar Financing.pdf](#)
[4a 22-1666 Attachment A Presentation.pdf](#)

- 4b. [23-0926](#) California Transportation Commission (CTC) and State Funding Programs Update

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

Action: Information

Presenter: Karl Anderson

Attachments: [4b 23-0926 CTC and State Funding Programs Update.pdf](#)

5. Public Comment / Other Business

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

6. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee is scheduled to be held at the Bay Area Metro Center, 375 Beale Street, San Francisco at 9:45 a.m. on Wednesday, September 13, 2023. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0804 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 5/17/2023 **In control:** Programming and Allocations Committee

On agenda: 7/12/2023 **Final action:**

Title: Approval of Programming and Allocations Committee Minutes of the June 14, 2023 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [2a_23-0804_06-14-2023_Prog&Allocations_Draft_Minutes_v1.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Approval of Programming and Allocations Committee Minutes of the June 14, 2023 Meeting

Recommended Action:
Committee Approval



Metropolitan Transportation Commission Meeting Minutes

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

Programming and Allocations Committee

Committee Members:

Cindy Chavez (Chair), Nate Miley (Vice Chair)

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

Gina Papan, Hillary Ronen, Sheng Thao

Non-Voting Members: Dina El-Tawansy, Libby Schaaf

Wednesday, June 14, 2023

9:45 AM

Board Room - 1st Floor

Chair Chavez called the meeting to order at 9:53 a.m.

1. Roll Call / Confirm Quorum

Present: 7 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Glover, Commissioner Fleming, Commissioner Miley, Vice Chair Papan, and Commissioner Thao

Absent: 1 - Commissioner Ronen

Non-Voting Members Absent: Commissioner El-Tawansy and Commissioner Schaaf

Ad-Hoc Non-Voting Members Present: Commissioner Canepa and Commissioner Giacomini

2. Consent Calendar

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

Aye: 7 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Glover, Commissioner Fleming, Commissioner Miley, Vice Chair Papan and Commissioner Thao

Absent: 1 - Commissioner Ronen

2a. [23-0754](#) Minutes of the May 10, 2023 meeting

Action: Committee Approval

2b. [23-0714](#) MTC Resolution No. 4053, Revised. Revision to Lifeline Transportation Cycle 3 Program of Projects.

Action: Commission Approval

Presenter: Drennen Shelton

- 2c.** [23-0764](#) MTC Resolution Nos. 4169, Revised, 4263, Revised, and 4513, Revised. Extends BATA Project Savings and AB 664 Funds and Programs FY 2022-23 AB 664 Funds.

Action: Commission Approval

Presenter: Margaret Doyle
- 2d.** [23-0757](#) MTC Resolution No. 4523, Revised. Allocation of \$2.6 million, in FY2022-2023 Transportation Development Act (TDA) funds to Solano County Transit (SolTrans) to support transit operations and capital projects in the region.

Action: Commission Approval

Presenter: Luis Garcia
- 2e.** [22-1769](#) MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-13.

Action: Commission Approval

Presenter: Adam Crenshaw
- 2f.** [23-0579](#) MTC Resolution No. 4569. Adoption of the \$43.6 million FY2023-24 Regional Measure 2 (RM2) Operating and Marketing Assistance Program.

Action: Commission Approval

Presenter: Raleigh McCoy
- 2g.** [23-0755](#) MTC Resolution No. 4568. Adoption of the \$10.8 million FY2023-24 Regional State Transit Assistance (STA) Program

Action: Commission Approval

Presenter: Raleigh McCoy
- 2h.** [23-0756](#) MTC Resolution No. 4575. Allocation of FY2023-24 Transportation Development Act (TDA) funds to County Controllers for TDA administration and to MTC for TDA administration and planning

Action: Commission Approval

Presenter: Luis Garcia

- 2i. [23-0736](#) MTC Resolution Nos. 4202, Revised, 4505, Revised, and 4540, Revised. Revisions to the One Bay Area Grant programs (OBAG 2 and 3) and Carbon Reduction Program (CRP), including programming \$59 million to projects within the OBAG 3 Regional Growth Framework and Climate Initiatives programs and reprogramming \$3.7 million in OBAG 2 Santa Clara County Program balances to various projects.

Action: Commission Approval

Presenter: Thomas Arndt

- 2j. [23-0774](#) Housing Incentive Pool (HIP) Program Progress Report (2018-21).

Action: Information

Presenter: Thomas Arndt

- 2k. [23-0763](#) MTC Resolution Nos. 4456, Revised, and 4510, Revised. Transit Capital Priorities Program Revisions FYs 2020-21 - 2023-24

Action: Commission Approval

Presenter: Margaret Doyle

3. Regional

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

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

Action: Commission Approval

Presenter: Melanie Choy and Judis Santos

Upon the motion by Commissioner Fleming and seconded by Vice Chair Papan, the Committee unanimously approved the referral of MTC Resolution No. 4320, Revised to the Commission for approval and directed staff to report back to the Committee in three months on the automatic enrollment process along with an overview of where Clipper stands technologically and contractually. The motion carried by the following vote:

Aye: 7 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Glover, Commissioner Fleming, Commissioner Miley, Vice Chair Papan and Commissioner Thao

Absent: 1 - Commissioner Ronen

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

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

Action: Commission Approval

Presenter: Luis Garcia

Upon the motion by Commissioner Fleming and seconded by Commissioner Glover, the Committee unanimously approved the referral of MTC Resolution Nos. 4570, 4571, 4572, and 4573 to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Glover, Commissioner Fleming, Commissioner Miley, Vice Chair Papan and Commissioner Thao

Absent: 1 - Commissioner Ronen

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

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

Action: Commission Approval

Presenter: Craig Bosman

Upon the motion by Commissioner Glover and seconded by Commissioner Fleming, the Committee unanimously approved the referral of MTC Resolution Nos. 4583 through 4586 and 4591 through 4595 to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Glover, Commissioner Fleming, Commissioner Miley, Vice Chair Papan and Commissioner Thao

Absent: 1 - Commissioner Ronen

4. Public Comment / Other Business

5. Adjournment / Next Meeting

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-1777 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

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

On agenda: 7/12/2023 **Final action:**

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

Sponsors:

Indexes:

Code sections:

Attachments: [2b 22-1777 Quarterly Report of Delegated Authority Actions.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Quarterly Report of the Executive Director’s Delegated Authority Actions

Presenter:
Luis Garcia

Recommended Action:
Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 12, 2023

Agenda Item 2b - 22-1777

Quarterly Report of the Executive Director’s Delegated Authority Actions

Subject:

Fourth Quarterly Report of the Executive Director’s Delegation of Authority Actions

Background:

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

The fourth quarter report for FY2022-23 covers the period of April 2023 through June 2023. The Year-to-Date total for State Transit Assistance includes two allocations totaling \$370,274 that were not included in the second and third quarterly report. The Executive Director approved the following allocation actions summarized in the tables below and detailed in Attachment A:

FY 2022-23 Delegated Authority Actions	4th Quarter	Year-to-Date
Allocations		
Transportation Development Act	\$ 4,849,990	\$ 27,542,852
State Transit Assistance	\$ 1,658,038	\$ 21,941,197
Regional Measure 2	\$ 15,000	\$ 7,452,961
2% Bridge Tolls	\$ 0	\$ 514,034
5% Unrestricted State	\$ 0	\$ 467,841
Total Allocations	\$ 6,523,028	\$ 57,918,885

FY 2022-23 Delegated Authority Actions	4th Quarter	Year-to-Date
Rescissions		
Transportation Development Act	\$ (7,657,015)	\$ (9,210,265)
State Transit Assistance	\$ (3,694,401)	\$ (5,046,773)
Regional Measure 2	\$ (15,000)	\$ 95,000
2% Bridge Tolls	\$ 0	\$ (64,034)
5% Unrestricted State	\$ 0	\$ 0
Total Rescissions	\$ (11,366,416)	\$ (14,416,071)

Issues:

None identified.

Recommendations:

Information

Attachments:

- Attachment A: FY2022-23 Delegated Authority



Andrew B. Fremier

FY 2022-23 Delegated Authority

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

Fourth Quarter 2023

Transportation Development Act - Allocation (001)					
Claimant	Description	Amount	Code	Approval Date	Apportionment/Notes
5800 - PUC 99233.3 Pedestrian & Bicycle Facilities - Capital					
Hayward	Patrick Ave and Gading Rd. Complete Streets	584,158	085	04/26/23	Alameda County
Pittsburg	Marina Boulevard Buffered Bike Lanes	56,100	086	04/26/23	Contra Costa County
Calistoga	Lincoln Ave at Brannon St. Crossing Project	150,000	087	04/26/23	Napa County
Pleasanton	Bike/Ped Improvements at Various Locations	173,174	088	04/26/23	Alameda County
Oakland	Burr, Wilson, and Palmner Stairpath Rehabilitation	10,303.76	089	04/26/23	Alameda County
Oakland	E. 20th Stairpath Rehabilitation	64,277	090	04/26/23	Alameda County
Oakland	Outlook to Hillmont Stair Path	44,911.09	091	04/26/23	Alameda County
SFMTA	13th Street Safety Project	831,876	096	05/24/23	SF County
Solano TA	Bicycle and Walking Education	21,214.47	097	05/24/23	Solano County
Solano TA	Capital Microgrant	170,689	098	05/24/23	Solano County
Solano TA	Wayfinding Sign Pilot Program	25,000	099	05/24/23	Solano County
Suisun, City of	Main St. Bicycle Improvements	50,000	100	05/24/23	Solano County
Santa Clara	Bike/Ped Improvements at Various Locations	94,054	101	05/24/23	Santa Clara County
	Subtotal	2,275,757			
5802 - PUC 99260A Transit - Operations					
Dixon Sonoma County	Transit Operations	376,566	092	04/26/23	Dixon
Transit Fairfield	Transit Operations	1,000,000	102	05/24/23	Sonoma County
	Transit Operations	28,587	103	05/24/23	Fairfield
	Subtotal	1,405,153			
5803 - PUC 99260A Transit - Capital					
Dixon	Transit Capital	150,000	093	04/26/23	Dixon
Petaluma	Capital	719,080	094	04/26/23	Petaluma
	Subtotal	869,080			
5812 - PUC 99400D Planning and Administration - Operations					
Solano TA	Planning & Administration	300,000	095	04/26/23	Solano County
	Subtotal	300,000			
	Total	4,849,990			
State Transit Assistance - Allocation (002)					
Claimant	Description	Amount	Code	Approval Date	Apportionment/Notes
5820 - CCR 6730A Operations - Population-based County Block Grant					
SMART	Transit Operations	475,812	073	04/26/23	SMART - Sonoma
SMART	Transit Operations	59,106	074	04/26/23	SMART - Marin
	Subtotal	534,918			
5820 - CCR 6730A Operations - Revenue-based					
Petaluma	Transit Operations	75,416	075	04/26/23	Petaluma
SJRRRC	Transit Operations	391,808	076	04/26/23	ACTC (ACE)
	Subtotal	467,224			
5821 - CCR 6730B Capital - Population-based Lifeline					
Solano TA	Broadway Street Improvements	120,000	078	05/24/23	Solano

Participatory Budgeting

Solano TA	Cycle 5: Redwood St. Mid-Block Crosswalk	50,000	079	06/28/23	Pilot
Subtotal		170,000			

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

Santa Rosa	Real-Time Signage Replacement	63,000	077	04/26/23	MTC
BART	Real-Time Signage	422,896.07	080	06/28/23	MTC
Subtotal		485,896			
Total		1,658,038			

Regional Measure 2 Funds - Allocation (006)		Amount	Code	Approval Date	Apportionment/Notes
Claimant	Description				
5360 - Marketing					
BART	Return to Transit	15,000	021	04/26/23	MTC
Total		15,000			
Allocations Grand Total		6,523,028			

Rescission - Transportation Development Act		Amount	Code	Approval Date	Allocation Instruction
Claimant	Description				
Hayward	Patrick Ave and Gading Rd. Complete Streets	(584,158)		04/26/23	21001046
Pittsburg	Marina Boulevard Buffered Bike Lanes	(56,100)		04/26/23	21001017
Pleasanton	Bike/Ped Improvements at Various Locations	(173,174)		04/26/23	21001050
Oakland	Burr, Wilson, and Palmner Stairpath Rehabilitation	(10,303.76)		04/26/23	21001047
Oakland	E. 20th Stairpath Rehabilitation	(64,277)		04/26/23	21001048
Oakland	Outlook to Hillmont Stair Path	(44,911.09)		04/26/23	21001049
Solano TA	Bicycle and Walking Education	(21,214.47)		05/24/23	21001083
Solano TA	Capital Microgrant	(170,689)		05/24/23	21001084
Solano TA	Wayfinding Sign Pilot Program	(25,000)		05/24/23	21001085
Suisun, City of	Main St. Bicycle Improvements	(50,000)		05/24/23	21001086
Santa Clara	Bike/Ped Improvements at Various Locations	(94,054)		05/24/23	21001061
SolTrans	Transit Capital	(1,082,603)		05/24/23	23452327
ECCTA	Transit Operations	(2,953,106)		06/28/23	22446517
ECCTA	Transit Operations	(610,336.53)		06/28/23	23452320
ECCTA	Community Transit Service	(11,037.33)		06/28/23	23001034
AC Transit	Paratransit Operations	(15,302.48)		06/28/23	23001007
AC Transit	Transit Operations	(188,557.49)		06/28/23	23452307
CCCTA	Paratransit Operations	(20,931.44)		06/28/23	23452313
GGBHTD	Transit Operations	(682,100.28)		06/28/23	23452321
GGBHTD	Transit Operations	(285,965.85)		06/28/23	23452324
Marin Transit	Transit Operations	(502,199.78)		06/28/23	23452323
WestCAT	Paratransit Operations	(5,723.29)		06/28/23	23001060
WestCAT	Transit Operations	(5,270.37)		06/28/23	23452338
Total		(7,657,015)			

Rescission - State Transit Assistance		Amount	Code	Approval Date	Allocation Instruction
Claimant	Description				
Santa Rosa	Real-Time Signage Replacement	(63,000)		04/26/23	21002048
Solano TA	Porter Street Crossing Improvements	(120,000)		05/24/23	21002065
VTA	ADA Transition Plan Project	(340,668)		05/24/23	21002006
VTA	ADA Transition Plan Project	(2,697,836.53)		05/24/23	21443101
Solano TA	Cycle 5: Redwood St. Mid-Block Crosswalk	(50,000)		06/28/23	21002064
BART	Real-Time Signage	(422,896.07)		06/28/23	21002045
Total		(3,694,401)			

Rescission - Regional Measure 2 Funds			Approval	Allocation
Claimant	Description	Amount	Code	Date
MTC	Return to Transit	(15,000)		04/26/23
	Total	(15,000)		
	Rescissions Grand Total	(11,366,416)		



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0924 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 6/8/2023 **In control:** Programming and Allocations Committee

On agenda: 7/12/2023 **Final action:**

Title: Transit Performance Initiative - Investment Program Semi-Annual Update

Sponsors:

Indexes:

Code sections:

Attachments: [2c_23-0067_Transit_Performance_Initiative_Semi-Annual_Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Transit Performance Initiative - Investment Program Semi-Annual Update

Presenter:
Craig Bosman

Recommended Action:
Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 12, 2023

Agenda Item 2c - 23-0924

Transit Performance Initiative – Investment Program Semi-Annual Update

Subject:

Semi-annual update on the progress of projects awarded under the Transit Performance Initiative (TPI) Investment Program.

Background:

The TPI Investment program funds low-cost capital investments that can be implemented rapidly to improve operations and customer experience on major transit corridors and systems. Since 2012, \$125 million has been programmed to 44 capital and planning projects, and 20 of these have been completed or are substantially completed.

The TPI program has been funded through a combination of One Bay Area Grant (OBAG) federal funds from the OBAG 1 and OBAG 2 programs and from state Low Carbon Transit Operations Program (LCTOP). Five rounds of the TPI program, including the majority of the February 2023 awards, were funded by OBAG funds. In May 2016, the Commission committed one-third of the region's annual population-based LCTOP funds to augment the TPI program, subject to the region's Cap and Trade Framework in MTC Resolution No. 4130, Revised. Five cycles of LCTOP funds have been programmed by MTC.

The COVID-19 crisis has caused delays on many ongoing projects due to staffing and supply chain issues. Most projects that were suspended or delayed have begun to move forward again with completion dates pushed back by a year or more. Some project schedules remain uncertain as agencies recover from COVID-19 impacts.

This program update covers the period from October 2022 through May 2023. Please refer to Attachment A for further information.

TPI 2022-23 Awards

Consistent with the Blue Ribbon Transit Recovery Task Force initiative to advance Transit Priority, and in continuing with the ongoing goals of the TPI program, the Commission awarded approximately \$21 million to projects in February 2023, including seven capital projects and five planning projects. These projects are detailed in Attachment A, Appendix I. The projects are currently completing grants with Caltrans for LCTOP-funded projects and with FTA or FHWA

for OBAG-funded projects and will begin progress reporting in the next semi-annual report period.

TPI Award Changes

Solano Transportation Authority

In July 2022, the Commission approved reprogramming \$500,000 of Solano Transportation Authority (STA)'s award for the Solano Express Fairgrounds Drive/SR-37 Bus Stop project to another Solano Express Bus Stop project at West Texas Street. STA has identified approximately \$124,000 in project savings that could be reprogrammed to the West Texas Street bus stop. Consistent with the Commission's adopted TPI savings policy, staff has approved this proposal. Because of a previous fund swap, this action requires reprogramming State Transit Assistance funds, which staff is addressing through Executive Director's Delegated Authority.

SFMTA

Following the January 2023 program update in which staff noted approval of an SFMTA proposal to use project savings on the Colored Lanes TPI project for additional locations, SFMTA intends to use further savings to acquire materials to colorize further locations, which would remain consistent with the Commission's adopted TPI savings policy. Staff will provide an update in the next TPI semi-annual report.

Issues:


None

Recommendation:

Information

Attachments:

- Attachment A: TPI Investment Program Semi-Annual Update



Andrew B. Fremier

Transit Performance Initiative Investment Program Semi-Annual Update

The Transit Performance Initiative (TPI) Investment program funds low-cost capital investments that can be implemented rapidly to improve operations and customer experience on major transit corridors and systems. This report summarizes TPI-funded projects throughout the life of the program and provides progress updates for ongoing TPI projects.

Program Summary

The TPI program has been funded through a combination of One Bay Area Grant (OBAG) federal funds from the OBAG 1 and OBAG 2 programs and from state Low Carbon Transit Operations Program (LCTOP). Five rounds of the TPI program, including the majority of the February 2023 awards, were funded by OBAG funds. In May 2016, the Commission committed one-third of the region's annual population-based LCTOP funds to augment the TPI program, subject to the region's Cap and Trade Framework in MTC Resolution No. 4130, Revised. Five cycles of LCTOP funds have been programmed by MTC.

Overall, since 2012, \$125 million has been programmed to 44 projects, and 20 have been completed or are substantially completed.

Completed projects have benefitted transit service and helped agencies build up tools and experience for getting transit out of traffic. Ongoing projects from STP/CMAQ rounds 1-4 are in or entering construction, and LCTOP projects are either in design or under construction. Some projects are still recovering from delays due to COVID-19-related staffing shortages and supply chain issues.

Project Sponsor	Total TPI Awards (\$M)
AC Transit (10 projects*)	\$40.1
SFMTA (14 projects)	\$46.1
VTA (7 projects)	\$18.4
Other (13 projects)	\$20.7
Total	\$125.2

*Includes Bay Bridge Forward award to MTC implemented in coordination with AC Transit

Ongoing Projects

Below is a list of ongoing TPI-funded projects by operator covered in this report. Recently completed projects are highlighted in bold. Projects awarded in the FY2022-23 round are not yet listed, as project sponsors are completing grants with Caltrans or FTA/FHWA, depending on fund source. The full list of TPI project by round and by operator, including completed projects, is attached to this report as Appendix I.

AC Transit
<ul style="list-style-type: none"> • San Pablo and Telegraph Rapid Bus Upgrades Project • Dumbarton Innovative Deployments to Enhance Arterials (IDEA) • Bay Bridge Forward – West Grand TSP • Quick Build Transit Lanes
SFMTA
<ul style="list-style-type: none"> • Mission Customer First • N-Judah Customer First • Colored Lanes on MTA Rapid Network • Geary BRT Phase 1 (Substantially completed) • 27-Bryant Tenderloin Transit Reliability Project • 5-Fulton Arguello to 25th Ave Muni Forward
VTA
<ul style="list-style-type: none"> • Light Rail Transit Signal Priority Improvements • Stevens Creek Ltd 323 TSP • Eastridge to BART Regional Connector
Other
<ul style="list-style-type: none"> • Novato — Downtown SMART Station • Santa Rosa CityBus — New Transit System Optimization • NVTA — Imola Ave and SR-29 Express Bus Improvements • Tri-Delta Transit — Wi-Fi for Bus and Paratransit Rider Connectivity (Substantially Complete) • Solano Transportation Authority – Solano Express Bus Stop Improvements

Individual Project Updates

Round 1

VTA

- Light Rail TSP
 - Equipment has been manufactured and shipped
 - Agreements with Cities of Santa Clara and San José have been executed
 - Pilot testing complete
 - Construction contract awarded
 - Installation expected to be completed within one year
- Stevens Creek – Limited 323 TSP
 - Original scope complete
 - Savings on original scope directed towards a TSP Central Monitoring System
 - Installation of additional scope underway

Muni

- 14-Mission
 - Installation of info panels complete
 - Stop branding installation is now moving forward; installation is complete at some stops
 - Vehicle installations not moving forward, SFMTA expects to propose to use these funds and other project savings for other improvements on the corridor
- N-Judah
 - TSP, lane colorization, camera elements complete
 - Stop branding design is complete; installation is anticipated in the

Round 2

Muni

Geary Rapid Project Phase 1

- Initial implementation resulted in 1-2 minutes of peak hour transit travel time savings
- Construction substantially complete
- Installation of red colorization in the transit-only lanes in segments east of Van Ness is underway

Colored Lanes on Rapid Network

- Fremont St, Clay St, Stockton St, Fourth St, additional lanes near Transbay Terminal, First St, and Mission St are completed
- If able to extend grant with FTA, may seek to use remaining project savings to purchase paint for application in similar high-priority transit corridors

Round 3

MTC/AC Transit

Bay Bridge Forward

- West Grand TSP
 - Construction for signal work started in January 2023, expected complete summer 2023
 - Bus stop improvements construction contract expected to be awarded summer 2023
- Other Bay Bridge Forward elements funded under this award complete

AC Transit

AC Transit San Pablo/Telegraph

- Telegraph Avenue
 - Construction procurement underway; bid readvertised in April 2023
- San Pablo Avenue
 - Construction nearing completion, closeout expected in 2023

Round 4

City of Novato/SMART

Novato Downtown SMART Station

- Phase 2 (signaling, systems, station amenities)
 - Construction complete, commuter train service commenced in January 2020
- Phase 3 (former Depot site improvements)

- Additional funding and agreement with developer/operator needed to complete improvements

NVTA

NVTA Imola Ave and SR-29 Express Bus Improvements

- Construction of original scope substantially complete
- Additional FY20 LCTOP funds awarded to help cover the construction costs of expanded scope, including bus lanes, new signals, and reconstruction of the park-and-ride lot. Notice of completion expected summer 2023.

Santa Rosa CityBus

Santa Rosa CityBus New Transit System Optimization

- Modem and kiosk installation complete
- Santa Rosa proposed to move TPI funds from stalled mobile hub upgrades to an ITS replacement. This was approved at a staff level and by FTA in 2022. This scope is expected to be complete and in service by the end of 2023.
 - Incomplete scope items will be completed with other funds at a later date

Solano Transportation Authority

Solano Express Fairgrounds Drive/SR-37 Bus Stop

- Additional savings being directed to West Texas bus stop improvements; design of this project is underway, and construction is expected to begin Spring 2024

LCTOP Projects

SFMTA

27-Bryant Tenderloin Transit Reliability

- Scope includes pavement renovation, curb ramps, and traffic signal work
- Construction began in June 2022, bus bulb and curb ramps complete
- Anticipated completion in mid 2023

5-Fulton Arguello to 25th Ave Muni Forward

- Scope includes bus bulbs and transit stop optimization
- Preliminary signal modifications are complete
- Design of remaining elements is in progress
- Expected to advertise for construction in fall 2023, with completion in 2026

29-Sunset Muni Forward Phase 1

- Scope includes stop consolidation, traffic signal upgrades, and other improvements to improve reliability, travel time, and safety
- Project elements adopted by SFMTA Board in June 2023
- Quick Build aspects of phase 1 are currently underway, remaining construction expected to be complete in 2026

Tri Delta Transit

Wi-Fi for Bus and Paratransit Rider Connectivity

- Project is substantially complete; service was made available to the public in April 2021
- Remaining funds will be used for service for wi-fi equipment through 2023

VTA

Eastridge to BART Regional Connector

- Current TPI funding for this project includes:
 - Reprogrammed FY 18 LCTOP funds
 - Replacement project for the LCTOP-funded FY 2019 ZEB project (which is not TPI eligible)
 - FY21 LCTOP funds
- In final stage of PS&E
- ROW and utility relocation underway
- Expect to advertise for construction bids this summer and award contract in December 2023

AC Transit

Dumbarton IDEA

- Scope includes extend AC Transit's TSP network across the Dumbarton/SR-84 corridor and installing queue jump lanes and bus stop enhancements
- Construction complete; signal timing implementation and training underway
- Project evaluation will take place in Fall 2023

Quick Build Transit Lanes

- Scope includes installing quick-build transit lanes in Oakland and Berkeley
- 65% design completed, final design underway, invitation for bid construction procurement underway

Mission Boulevard TSP

- Scope includes installation of TSP equipment along the Mission Boulevard corridor
- Final design underway, notice of exemption filed April 2023 construction contract advertising expected in Fall 2023
- Project expected completed in 2026

Look Ahead

Staff will continue to monitor project progress and work with project sponsors to apply project savings to additional improvements consistent with the TPI Savings Policy.

Projects awarded in the FY 2022-23 round will get underway.

Additional funding opportunities will be announced relative to FY 2023-24 LCTOP funds and for transit priority projects consistent with the Blue Ribbon Transit Transformation Action Plan.

Background and Context

Additional background information on TPI funds and projects can be found in the Committee and Commission items for the following actions:

Initial Programming of each TPI round:

- [STP/CMAQ Round 1 – May 17, 2012](#)
- [STP/CMAQ Round 2 – September 24, 2014](#)
- [STP/CMAQ Round 3 – May 27, 2015](#)
- [STP/CMAQ Round 4 – May 25, 2016](#)
- [LCTOP FY 17-18 – March 28, 2018](#)
- [LCTOP FY 18-19 – April 24, 2019](#)
- [LCTOP FY 19-20 – March 25, 2020](#)
- [LCTOP FY 20-21 – March 24, 2021](#)
- [LCTOP FY 21-22 – March 23, 2022](#)
- [FY2022-23 Round – February 22, 2023](#)

Major Reprogramming Actions:

- Round 1
 - [July 22, 2015](#)
- Round 2
 - [January 25, 2017](#)
- Round 3
 - [April 26, 2017](#)
- LCTOP FY 17-18
 - [December 16, 2020](#)

**Transit Performance Initiative - Investment Program
Projects by Round (\$ in millions)**

1st Round (Approved May 2012)

Agency	Project	TPI Award (\$ millions)
AC Transit	Line 51 Corridor Delay Reduction & Sustainability Project <i>Complete</i>	\$10.5
	Mission Customer First <i>Substantially Complete</i>	\$5.4
	N-Judah Customer First* <i>Substantially Complete</i>	\$2.4
	Colored Lanes on MTA Rapid Network* <i>Original Scope Complete</i> (added scope ongoing)	\$3.0
San Francisco Municipal Transportation Authority (SFMTA)	Bus Stop Consolidation and Roadway Modification (9-San Bruno)** <i>Complete</i>	\$4.1
Santa Clara Valley Transportation Authority (SCVTA)	Light Rail Transit Signal Priority Improvements	\$1.6
	Stevens Creek — Limited 323 Transit Signal Priority <i>Complete</i>	\$0.7
Total		\$27.7

*In July 2015, MTC approved reprogramming of \$3 million from the SFMTA Round 1 N-Judah Customer First project to the Colored Lanes on MTA Rapid Network project

**Scope determined Sept. 2014. Project is reporting with Round 2 projects

2nd Round (Approved September 2014)

Agency	Project	TPI Award (\$ millions)
Various – Small Operators	Clipper Phase 3 Implementation <i>Complete</i>	\$8.0
Santa Clara Valley Transportation Authority (SCVTA)	Mountain View Double Track Improvements – Phase 1 <i>Complete</i>	\$8.0
City of Dublin/ Livermore Amador Valley Transit Authority (LAVTA)	Dublin Boulevard Transit Performance Initiative <i>Complete</i>	\$1.0
AC Transit	South Alameda County Major Corridors Travel Time Improvement <i>Complete</i>	\$5.2
	Colored Lanes on MTA Rapid Network <i>Original Scope Complete</i> (added scope ongoing)	\$1.0
San Francisco Municipal Transportation Authority (SFMTA)*	Geary BRT Phase 1 <i>Substantially Complete</i>	\$4.0
Total		\$27.2

*In January 2017, MTC approved reprogramming \$4 million from the SFMTA Round 2 Colored Lanes and Muni Forward projects to Geary BRT Phase 1, which was also awarded TPI Round 3 funds.

3rd Round (Approved January 2017)

Agency	Project	TPI Amount (\$ millions)
Various	Bay Bridge Forward (AC Transit Double Deckers + Bus Wash + West Grand TSP)	\$10.0
SFMTA	Geary BRT Phase 1 <i>Substantially Complete</i>	\$5.6
SamTrans	Traffic Signal Priority on El Camino Real <i>Substantially Complete</i>	\$3.5
BART	Train Seat Modification Project <i>Complete</i>	\$1.5
AC Transit*	San Pablo and Telegraph Rapid Bus Upgrades Project	\$5.0
VTA	Santa Clara Light Rail Crossovers and Switches <i>Complete</i>	\$0.5
Total		\$26.1

*AC Transit received a total of \$5M in combined federal STP/CMAQ funds and state Cap and Trade LCTOP funds.

4th Round - North Bay (Approved July 2017)

County	Project	TPI Amount (\$ millions)
Marin	Novato Downtown SMART Station <i>Phase 2 Complete</i>	\$0.5
Sonoma	Santa Rosa CityBus New Transit System Optimization	\$0.4
Napa	NVTA Imola Ave and SR-29 Express Bus Improvements	\$0.4
Solano	SolanoExpress Fairgrounds Drive/SR-37 Bus Stop <i>Substantially Complete</i>	\$1.0
Total		\$2.3

**Transit Performance Initiative - Investment Program
Projects by Round - *Continued*** (\$ in millions)

Low Carbon Transit Operations Program FY 2017-18 (Approved March 2018)

Agency	Project	TPI Amount (\$ millions)
SFMTA	Mission Bay Loop <i>Complete</i>	\$1.4
VTA	Eastridge to BART Regional Connector*	\$0.9
AC Transit	San Leandro BART -- Transit Access Improvements <i>Complete</i>	\$0.6
AC Transit	South Alameda County Major Corridors Travel Time Improvement Project <i>Complete</i>	\$0.2
Total		\$3.1

*In December 2020, MTC approved reprogramming of VTA's North First Street Light Rail Speed and Safety Improvements Project - Phase 1 to the Eastridge to BART Regional Connector

Low Carbon Transit Operations Program FY 2018-19 (Approved April 2019)

Agency	Project	TPI Amount (\$ millions)
SFMTA	West Portal Optimization and Crossover Activation* <i>Complete</i>	\$1.4
VTA	Eastridge to BART Regional Connector**	\$1.3
AC Transit	Dumbarton Innovative Deployments to Enhance Arterials (IDEA)	\$1.2
Total		\$3.9

*\$753,280 in savings from SFMTA's West Portal Optimization and Crossover Activation project was redirected to a non-TPI project to ensure they were spent within LCTOP timely use of funds requirements. As this was a non-eligible TPI project, the minimum amount set aside for SFMTA TJPI funds programmed through LCTOP will be reduced by this amount.

**VTA's FY 2018-19 LCTOP TPI award went to the 2021 Zero-Emission Bus Purchase program, which was ineligible under the TPI program. VTA has committed the same amount of local funds to the Eastridge to BART Regional Connector as a TPI-eligible replacement project.

Low Carbon Transit Operations Program FY 2019-20 (Approved March 2020)

Agency	Project	TPI Amount (\$ millions)
NVTA	Imola Park and Ride and Express Bus Stop Improvements	\$1.1
ECCTA	Wi-Fi for Bus and Paratransit Rider Connectivity <i>Substantially Complete</i>	\$0.3
SFMTA	27 Bryant Tenderloin Transit Reliability Project	\$3.3
Total		\$4.7

Low Carbon Transit Operations Program FY 2020-21 (Approved March 2021)

Agency	Project	TPI Amount (\$ millions)
SFMTA	5 Fulton: Arguello to 25th Ave Muni Forward	\$1.2
VTA	Eastridge to BART Regional Connector	\$0.7
AC Transit	AC Transit Quick Build Transit Lanes	\$0.7
Total		\$2.7

Low Carbon Transit Operations Program FY 2021-22 (Approved March 2022)

Agency	Project	TPI Amount (\$ millions)
SFMTA	29 Sunset Muni Forward Phase 1	\$2.9
VTA	Eastridge to BART Regional Connector	\$1.7
AC Transit	Mission Boulevard Corridor TSP Project	\$1.6
Total		\$6.2

FY2022-23 Program (OBAG and LCTOP funding) (Approved February 2023)

Agency	Project	TPI Amount (\$ millions)
Capital Projects		\$15.3
SFMTA	Next Generation Transit Lane and Bus Zone Enforcement Pilot Program	\$2.5
SFMTA	29 Sunset Improvement Project - Phase Two	\$2.7
SFMTA	Third Street Dynamic Traffic Signal Optimization Project	\$2.0
VTA	Transit Reliability Improvement and Performance System (TRIPS)	\$2.4
AC Transit	MacDonald Avenue Transit Signal Priority Project Phase 1	\$3.5
Marin County Transit District	Marin County Hwy 101 Part Time Transit Lane	\$1.1
NVTA	Napa Valley Transit Safety and Efficiency Improvements	\$1.1
Planning Projects		\$5.9
SFMTA	Muni Forward Five-Minute Network Corridor Planning Program	\$3.0
SamTrans	El Camino Real Mid-County Transit and Multimodal Corridor Plan	\$0.4
VTA	Monterey Road Transit Lane Project	\$0.6
County Connection	Transit Corridors Study	\$0.4
AC Transit	Foothill Corridor Planning Study	\$1.5
Total		\$21.2
TPI Program Grand Total		\$125.2

**Transit Performance Initiative - Investment Program
Projects by Operator** (\$ in millions)

SFMTA	TPI Award (\$ millions)
Mission Customer First <i>Substantially Complete</i>	\$5.4
N-Judah Customer First <i>Substantially Complete</i>	\$2.4
Bus Stop Consolidation and Roadway Modification (9-San Bruno) <i>Complete</i>	\$4.1
Colored Lanes on MTA Rapid Network <i>Original Scope Complete (added scope ongoing)</i>	\$4.0
Geary BRT Phase 1 <i>Substantially Complete</i>	\$9.6
Mission Bay Loop <i>Complete</i>	\$1.4
West Portal Optimization and Crossover Activation <i>Complete</i>	\$1.4
27-Bryant Tenderloin Transit Reliability Project	\$3.3
5 Fulton: Arguello to 25th Ave Muni Forward	\$1.2
29 Sunset Muni Forward Phase 1	\$2.9
Next Generation Transit Lane and Bus Zone Enforcement Pilot Program	\$2.5
29 Sunset Improvement Project - Phase Two	\$2.7
Third Street Dynamic Traffic Signal Optimization Project	\$2.0
Muni Forward Five-Minute Network Corridor Planning Program (Planning)	\$3.0
Total SFMTA	\$46.1

AC Transit	TPI Award (\$ millions)
Line 51 Corridor Delay Reduction & Sustainability Project <i>Complete</i>	\$10.5
South Alameda County Major Corridors Travel Time Improvement <i>Complete</i>	\$5.4
San Pablo and Telegraph Rapid Bus Upgrades Project	\$5.0
San Leandro BART -- Transit Access Improvements <i>Substantially Complete</i>	\$0.6
Dumbarton Innovative Deployments to Enhance Arterials (IDEA)	\$1.2
Quick Build Transit Lanes	\$0.7
Mission Boulevard Corridor TSP Project	\$1.6
MacDonald Avenue Transit Signal Priority Project Phase 1	\$3.5
Foothill Corridor Planning Study (Planning)	\$1.5
Subtotal AC Transit Awards	\$30.1
Bay Bridge Forward (AC Transit Double Deckers + Bus Wash + West Grand TSP)	\$10.0
Total AC Transit	\$40.1

VTA	TPI Award (\$ millions)
Light Rail Transit Signal Priority Improvements	\$1.6
Stevens Creek — Limited 323 Transit Signal Priority <i>Original Scope Complete (added scope ongoing)</i>	\$0.7
Mountain View Double Track Improvements — Phase 1 <i>Complete</i>	\$8.0
Santa Clara Light Rail Crossovers and Switches <i>Complete</i>	\$0.5
Eastridge to BART Regional Connector*	\$4.6
Transit Reliability Improvement and Performance System (TRIPS)	\$2.4
Monterey Road Transit Lane Project (Planning)	\$0.6
Total VTA	\$18.4

Other Operators/Projects	TPI Award (\$ millions)
LAVTA/Dublin — Dublin Boulevard Transit Performance Initiative <i>Complete</i>	\$1.0
SamTrans — Traffic Signal Priority on El Camino Real <i>Complete</i>	\$3.5
BART — Train Seat Modification Project <i>Complete</i>	\$1.5
Novato — Downtown SMART Station <i>Phase 2 Complete (Phase 3 ongoing)</i>	\$0.5
Santa Rosa CityBus — New Transit System Optimization	\$0.4
NVTA — Imola Ave and SR-29 Express Bus Improvements	\$1.5
SolanoExpress — Fairgrounds Drive/SR-37 Bus Stop <i>Substantially Complete</i> , savings reprogrammed	\$1.0
Clipper — Phase 3 Implementation <i>Complete</i>	\$8.0
Tri-Delta Transit — Wi-Fi for Bus and Paratransit Rider Connectivity <i>Substantially Complete</i>	\$0.3
Marin County Transit District — Marin County Hwy 101 Part Time Transit Lane	\$1.1
NVTA — Napa Valley Transit Safety and Efficiency Improvements	\$1.1
SamTrans — El Camino Real Mid-County Transit and Multimodal Corridor Plan (Planning)	\$0.4
County Connection — Transit Corridors Study (Planning)	\$0.4
Total Other	\$20.7

TPI Program Grand Total	\$125.2
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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-1770 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

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

On agenda: 7/12/2023 **Final action:**

Title: MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-15.

Sponsors:

Indexes:

Code sections:

Attachments: [2d 22-1770 MTC Resolution 4545 TIP Amendment 2023-15.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-15.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 12, 2023

Agenda Item 2d - 22-1770

MTC Resolution No. 4545, Revised

Subject:

2023 Transportation Improvement Program (TIP) Amendment 2023-15.

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 2023-15 makes revisions to 23 projects with a net funding increase of approximately \$385 million. Among other changes this revision will:

- Add seven new projects and update one existing project to reflect the recent rounds of Active Transportation Program (ATP) grants;
- Add two new projects and update the funding plans of three existing projects to reflect the latest One Bay Area Grant (OBAG 2 and 3) programming decisions;
- Add four new projects and update one existing project to reflect recent changes in the Transit Capital Priorities (TCP) Program;
- Add the Santa Clara Valley Transportation Authority's (VTA) Transit Reliability Improvement and Performance System (TRIPS) project to reflect the award of approximately \$1.7 million in Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program funds; and
- Update the funding plan and back-up listing of the Recreational Trails Program grouped listing to reflect the latest information from Caltrans.

- Remove one redundant project listing and associated funding.

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

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

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

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

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

Issues:

None

Recommendations:

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

Attachments:

- Attachment 1: Summary Report of Amended Projects for TIP Amendment 2023-15
- MTC Resolution No. 4545, Revised



Andrew B. Fremier

**TIP Revision Summary
2023-15**

ATTACHMENT 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA170074	Alameda (City)	Alameda Grand St Pavement Rehab and Safety Imps	Update the project description to reflect updated project limits	\$0	0.0%
ALA230207	Berkeley	Addison Street Bicycle Boulevard Extension	Amend a new project into the TIP with \$4.9M in ATP and \$1.3M in Sales Tax funds	\$6,165,000	~%
CC-230213	Contra Costa County	San Pablo Ave Complete St/Bay Trail Gap Closure	Amend a new project into the TIP with \$10.5M in ATP funds and \$1.3M in Local Gas funds	\$11,817,000	~%
CC-230214	Contra Costa County	Pacifica Avenue Safe Routes to School	Amend a new project into the TIP with \$3.9M in ATP funds and \$440K in Local funds	\$4,342,000	~%
CC-230215	San Pablo	Broadway-El Portal Safe Routes	Amend a new project into the TIP with \$7.2M in ATP funds and \$1.9M in Local funds	\$9,143,000	~%
MRN230207	San Rafael	Canal Neighborhood Active Transportation Enhanceme	Amend a new project into the TIP with \$4.1M in ATP funds	\$4,123,000	~%
SF-210001	San Francisco County Transport Authority (SFCTA)	Yerba Buena Island Multi-Use Pathway	Update the funding plan to change the source for \$1K from RTP-LRP to Local and reprogram \$4.1M in CMAQ and \$532K in Local from FY27 to FY25	\$0	0.0%
SF-230206	San Francisco Municipal Transport Agency (SFMTA)	Bayview Multimodal Community Corridor	Amend a new project into the TIP with \$12.3M in ATP, \$2.5M in CPFCDs, and \$620K in RTP-LRP	\$15,445,000	~%
SOL050009	Dixon	Parkway Blvd/UPRR Grade Separation	Update the project scope to include the closure of the Pitt School Rd crossing at UPRR	\$0	0.0%
SON170024	Healdsburg	Healdsburg Avenue Complete Streets Improvements	Update the funding plan to reprogram \$600K in FY27 RTP-LRP funds to FY26 Local funds. Also add \$1.06M in FY26 Local funds and \$11.8M in FY26 ATP funds.	\$12,877,000	682.5%
System: Public Land Trail					
MRN230208	San Rafael	San Rafael Canal Crossing	Amend a new project into the TIP with \$3.9M in ATP funds and \$19.6M in RTP-LRP funds	\$23,525,000	~%
SCL170045	Santa Clara (City)	Saratoga Creek Trail Phase 1	Remove all funding and delete this project as it will not move forward as a federal project	-\$5,326,000	-100.0%
VAR190009	Caltrans	GL: Recreational Trails Program	Update the funding plan and back-up listing based on the latest information from Caltrans	\$1,363,538	75.0%
System: State Highway					
SM-090009	San Mateo County Transportation Authority	US 101 Aux lanes from Sierra Point to SF Co. Line	Remove all funding and delete this project listing as the scope and funding is already reflected in SM-190009	-\$74,800,000	-100.0%
System: Transit					
NAP090008	Napa Valley Transportation Authority	NVTA Equipment Replacement and Upgrades	Update the funding plan to add \$1.06M in STP and \$328K in local funds	\$1,388,000	39.5%

**TIP Revision Summary
2023-15**

ATTACHMENT 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL230214	Santa Clara Valley Transportation Authority (VTA)	Transit Reliability Imp and Performance System	Amend a new project into the TIP with \$2.4M LCTOP and \$1.7M Other Federal funds. The "Other Federal" funds are from the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program.	\$4,082,328	~%
SCL230216	Santa Clara Valley Transportation Authority (VTA)	Monterey Road Transit Lane	Amend a new project into the TIP with \$575K STP, \$75K Other Local and \$10M in RTP-LRP funds	\$10,649,555	~%
SCL230218	Santa Clara Valley Transportation Authority (VTA)	Expand Cerone Bus Yard for Electric Vehicles	Amend a new project into the TIP with \$5.1M in FY23 in 5307 funds, \$1.3M in FY23 in General funds and \$30M in RTP-LRP	\$36,390,625	~%
SCL230219	Santa Clara Valley Transportation Authority (VTA)	Expand Chaboya Bus Yard for Electric and Fuel Cell	Amend a new project into the TIP with \$4.3M in 5307 funds, \$1.1M in Local General funds and \$70M in RTP-LRP	\$75,370,000	~%
SF-170021	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Rehab Historic Streetcars	Update the funding plan to add \$11.7M in FY23 5337 funds and \$2.9M in FY23 Local Salestax funds	\$14,583,666	38.6%
SF-230204	San Francisco Municipal Transport Agency (SFMTA)	SFMTA Facility Development -- Battery Electric Bus	Amend a new exempt project into the TIP with \$12.6M in 5307 and \$25M in Local and \$155M in RTP-LRP	\$192,806,678	~%
SF-230205	San Francisco Municipal Transport Agency (SFMTA)	Muni Forward Five-Minute Network Corridor Planning	Amend a new project into the TIP with \$3M in STP and \$394K in Local funds	\$3,431,605	~%
SM-230209	Caltrain	Caltrain Railcar Replacement	Amend a new project into the TIP with \$30.4M in 5337 funds and \$7.6M in Local funds	\$38,000,000	~%
Total Funding Change:				\$385,376,995	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2023 TIP Only
Current:	\$43,811,334	\$3,000,000	\$0	\$186,143,364	\$232,954,698	\$12,855,000
Proposed:	\$122,407,754	\$55,952,000	\$0	\$439,971,939	\$618,331,693	\$131,272,995
Delta:	\$78,596,420	\$52,952,000	\$0	\$253,828,575	\$385,376,995	\$118,417,995

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
07/26/23-C

ABSTRACT

Resolution No. 4545, Revised

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

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

Further discussion of the 2023 TIP adoption and subsequent revisions is contained in the Programming & Allocations Committee summary sheets dated September 14, 2022, December, 14, 2022, February 8, 2023, March 8, 2023, April 12, 2023, May 10, 2023, June 14, 2023, and July 12, 2023.

2023 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2023-01	Admin. Mod.	64	\$436,237,661	01/10/2023	01/10/2023
2023-02	Amendment	35	\$86,051,248	12/21/2022	01/27/2023
2023-03	Admin. Mod	4	\$26,192,990	02/10/2023	02/10/2023
2023-04	Admin. Mod	3	\$2,673,000	3/16/2023	3/16/2023
2023-05	Amendment	7	\$10,070,346	02/22/2023	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	5/26/2023
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	6/9/2023
2023-11	Admin. Mod	12	\$0	5/31/2023	5/31/2023
2023-12	Admin. Mod	15	\$37,038,153	6/8/2023	6/8/2023
2023-13	Amendment	12	\$193,306,700	6//28/2023	Pending
2023-14	Admin. Mod	Pending	Pending	Pending	Pending
2023-15	Amendment	23	\$385,376,995	7/26/2023	Pending
Net Funding Change		304	\$3,952,055,456		
Absolute Funding Change			\$3,952,055,456		

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4545

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Alfredo Pedroza, Chair

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

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

Attachment A
Resolution No. 4545
Page 1 of 1

2023 Transportation Improvement Program

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

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

Date: September 28, 2022
W.I.: 1512
Referred by: PAC
Revised: 12/21/22-C 02/22/23-C
03/22/23-C 04/26/23-C
05/24/23-C 06/28/23-C
07/26/23-C

Attachment B
Resolution No. 4545
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Revisions to the 2023 Transportation Improvement Program

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

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

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

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

Attachment B
MTC Resolution No. 4545
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Spending (CPFCDs), \$17 million in NHPP funds, \$8.5 million in FTA-COVID relief funds and \$22 million in FTA discretionary funding. MTC's 2023 TIP, as revised with Revision No. 2023-01, 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 7

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

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

Revision 2023-05 is an amendment that revises seven projects with a net funding increase of approximately \$10 million. The revision was referred by the Programming and Allocations Committee on February 8, 2023, and approved by the MTC Commission on February 22, 2023. Caltrans approval was received on April 24, 2023, and final federal approval was received on April 28, 2023. Among other changes, this revision:

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

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

Revision 2023-06 is an administrative modification that revises 18 projects with a net funding increase of \$117,220. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on April 21, 2023. Among other changes, this revision:

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

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MTC Resolution No. 4545
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The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$8.5 million in SHOPP funds, \$2.4 million in repurposed earmark funds, and \$39.8 million in CIG funds. MTC's 2023 TIP, as revised with Revision No. 2023-06, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-07 is an amendment that revises three projects with a net funding increase of approximately \$56 million. The revision was referred by the Programming and Allocations Committee on March 8, 2023, and approved by the MTC Commission on March 22, 2023. Caltrans approval was received on April 8, 2023 and final federal approval was received on May 12, 2023. Among other changes, this revision:

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

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

Revision 2023-08 is an amendment that revises six projects with a net funding increase of approximately \$187 million. The revision was referred by the Programming and Allocations Committee on April 12, 2023, and approved by the MTC Commission on April 26, 2023. Caltrans was received on May 24, 2023, and final federal approval was received on May 26, 2023. Among other changes, this revision:

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

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

Revision 2023-09 is an administrative modification that revises 37 projects with a net funding increase of \$93.7 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on May 12, 2023. Among other changes, this revision:

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

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

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

Revision 2023-10 is an amendment that revises 65 projects with a net funding increase of approximately \$2.4 billion. The revision was referred by the Programming and Allocations Committee on May 10, 2023, and approved by the MTC Commission on May 24, 2023. Caltrans approval was received on June 6, 2023, and final federal approval was received on June 8, 2023. 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. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on May 31, 2023. 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.

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MTC Resolution No. 4545
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The Administrative modification is financially constrained by year. MTC's 2023 TIP, as revised with 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 an administrative modification that revises 15 projects with a net funding increase of \$37 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 8, 2023. Among other changes, this revision:

- Updates the funding plans of four projects with Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds;
- Updates the funding plans of San Mateo CCAG's Improve US 101 Operations near Route 92 and WETA's Ferry Major Component Rehab/Replacement projects to reflect the addition of Community Project Funding/Congressionally Directed Spending (CPF/CDS) funds; and
- Updates the funding plan and back-up listing of one grouped listing and updates the funding plans of six individually-listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program.

The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$2.5 million in CPF/CDS funds. MTC's 2023 TIP, as revised with Revision No. 2023-12, 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 2023-13 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.

Revision 2023-14 is a pending administrative modification.

Revision 2023-15 is an amendment that revises 23 projects with a net funding increase of approximately \$385 million. The revision was referred by the Programming and Allocations Committee on July 12, 2023, and approved by the MTC Commission on July 26, 2023. Caltrans

Attachment B
MTC Resolution No. 4545
Page 7 of 7

approval is expected in August, and final federal approval is expected in September. Among other changes, this revision:

- Adds seven new projects and updates one existing project to reflect the recent rounds of Active Transportation Program (ATP) grants;
- Adds two new projects and updates the funding plans of three existing projects to reflect the latest One Bay Area Grant (OBAG 2 and 3) programming decisions;
- Adds four new projects and updates one existing project to reflect recent changes in the Transit Capital Priorities (TCP) Program;
- Adds the Santa Clara Valley Transportation Authority's (VTA) Transit Reliability Improvement and Performance System (TRIPS) project to reflect the award of approximately \$1.7 million in Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program funds; and
- Updates the funding plan and back-up listing of the Recreational Trails Program grouped listing to reflect the latest information from Caltrans.

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 #: 23-0869 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 6/1/2023 **In control:** Programming and Allocations Committee

On agenda: 7/12/2023 **Final action:**

Title: FY 2022-23 Federal Earmark Repurposing. Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2023

Sponsors:

Indexes:

Code sections:

Attachments: [2e 23-0869 FY2022-23 Federal Earmark Repurposing.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

FY 2022-23 Federal Earmark Repurposing. Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2023

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 12, 2023

Agenda Item 2e - 23-0869

FY 2022-23 Federal Earmark Repurposing

Subject:

Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2023.

Background:

The Consolidated Appropriations Act, 2023 includes a provision enabling states to repurpose unused earmark balances. To be eligible for repurposing, the earmark projects must have been appropriated or authorized more than 10 years ago and be completed and closed or not substantially progressed (with less than 10% of the earmark funds having been obligated).

Repurposed funds can be directed to any new or existing project that is eligible to receive Surface Transportation Block Grant Program (STBGP) funds. The project must also be located within 25 miles of the original earmark designation in the state.

Earmarks Available for Repurposing

At this time, MTC has not received a list of potential eligible earmarks for repurposing. Staff expects to receive guidance and a potential project list from Caltrans by the end of July. Upon receipt of this list, staff will work with project sponsors and Caltrans to identify specific earmark funds to be repurposed. Staff expects the balance available for repurposing will be limited, as many unused earmarks have already been repurposed in prior years.

Recommendation for Projects to Receive Repurposed Funds

For the next step in the process, Caltrans typically requests regions to submit a recommended list of projects to receive repurposed funds (or the projects to which the earmark funds will be directed). Staff will work with project sponsors and County Transportation Agencies (CTAs) to develop this list.

Depending on when MTC receives guidance from Caltrans, staff may present its recommendation for repurposing to the Commission at the July 26, 2023 meeting for review and approval. Staff will forward the repurposing recommendation to Caltrans to be included in the State's submission to FHWA. Staff anticipates the final complete list of projects to be due to FHWA Headquarters by early September 2023.

If Caltrans guidance is not released in time to develop a recommendation for the July Commission meeting, staff will forward repurposing recommendations to Caltrans to be included in the State's submission to FHWA by the required deadline and follow-up with an informational item at the September Committee meeting.

Issues:

Federal regulations require repurposed funds to be fully obligated within three fiscal years of repurposing, or by September 30, 2026, for this year's repurposing effort. To reduce the risk of funds being lost to the region, and consistent with MTC's Project Delivery Policy (MTC Resolution No. 3606), Bay Area sponsors are required to fully obligate any repurposed earmark balances one year in advance of federal deadlines. Additionally, once repurposed onto a new project, the earmark funds cannot be repurposed again.

Recommendation:

Direct staff to develop the FY 2022-23 repurposed earmark list and submit necessary documentation to Caltrans by the required deadline.

Attachments:

None.



Andrew B. Fremier



Metropolitan Transportation Commission

375 Beale Street, Suite 800
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Legislation Details (With Text)

File #: 23-0886 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 6/1/2023 **In control:** Programming and Allocations Committee

On agenda: 7/12/2023 **Final action:**

Title: MTC Resolution Nos. 4202, Revised and 4505, Revised. Various revisions to the One Bay Area Grant programs (OBAG 2 and 3), including reflecting federal fund source reassignments for projects funded with Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds.

Sponsors:

Indexes:

Code sections:

Attachments: [2f 23-0886 MTC Resolutions 4202 4505 OBAG2 OBAG3 CRRSAA.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4202, Revised and 4505, Revised. Various revisions to the One Bay Area Grant programs (OBAG 2 and 3), including reflecting federal fund source reassignments for projects funded with Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds.

Presenter:

Thomas Arndt

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 12, 2023

Agenda Item 2f - 23-0886

MTC Resolution Nos. 4202, Revised and 4505, Revised

Subject:

Various revisions to the One Bay Area Grant programs (OBAG 2 and 3), including reflecting federal fund source reassignments for projects funded with Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds.

Background:

The OBAG 2 and 3 programs adopted by the Commission establish the policy and programming framework for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for FY 2017-18 through FY 2025-26.

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

Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)

On June 3, 2023, President Biden signed the Fiscal Responsibility Act of 2023 into law, which includes a provision rescinding unobligated CRRSAA balances nationwide. In anticipation of the rescission, MTC staff reassigned federal fund sources between programmed projects in the Transportation Improvement Program and submitted necessary paperwork to Caltrans to obligate the remaining \$16.7 million in Bay Area CRRSAA balances onto a single regional planning project. This month, the OBAG 2 and OBAG 3 resolutions have been revised to reflect these fund source reassignments with no net change in the total amounts programmed on these projects.

Within the OBAG 2 Safe & Seamless Mobility Quick-Strike program, the following six projects were reassigned \$16.7 million in STP/CMAQ in place of CRRSAA funding:

- \$2,821,000 for Richmond's 13th Street Complete Streets,
- \$1,486,000 for Mountain View's Stierlin Road Bicycle and Pedestrian Improvements,
- \$705,000 for San Jose's Julian St & McKee Rd Vision Zero Complete Streets,
- \$690,000 for San Jose's Bascom Ave Protected Bike Lanes & Complete Street,
- \$4,025,000 for San Jose's Downtown Bikeways, and

- \$7,000,000 for MTC's Bay Bridge Forward I-580 Westbound High-Occupancy Vehicle (HOV) Lane Extension.

Within the OBAG 3 program, the County Transportation Agency (CTA) Planning Activities project was reassigned \$16.7 million in CRRSAA in place of STP/CMAQ funding. While the CRRSAA funds obligated on a single federal project, they are distributed by MTC between multiple counties for supplemental CTA planning activities, community-based transportation plans (CBTPs), and Local Road Safety Plans (LRSPs).

OBAG 2 Regional and County Programs

In addition, staff recommend the following revisions to the OBAG 2 Regional and County Programs:

- Deprogram \$700,000 in OBAG 2 Safe & Seamless Mobility Quick Strike funds from San Pablo's Giant Road Cycletrack Quick Build project, which the sponsor is placing on hold due to cost-prohibitive permitting requirements related to the associated railroad crossing. The City intends to proceed with the adjacent pavement rehabilitation scope alone.
- Revise the project name for Solano Transportation Authority's Vacaville Jepson Parkway Phase 1B Bike Path to clarify the project phase supported by Solano County Program funds.

Issues:

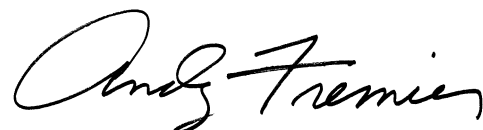
None.

Recommendations:

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

Attachments:

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



Andrew B. Fremier

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

ABSTRACT

Resolution No. 4202, Revised

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

The resolution includes the following attachments:

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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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 \$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-

ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

On September 27, 2017, Attachment B-1 was revised to change the name of the Next Gen Arterial Operations Program (NGAOP) to Innovative Deployment for Enhanced Arterials (IDEA) to reflect program rebranding and additional focus on advanced technologies; program \$4,160,000 to Incident Management Implementation and \$8,840,000 to I-880 Integrated Corridor

ABSTRACT

MTC Resolution No. 4202, Revised

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Mobility project within the Regional Active Operational Management program; split out the Connected Vehicles/Shared Mobility program into the Connected Vehicles/Automated Vehicles 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

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MTC Resolution No. 4202, Revised

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Francisco SRTS Non-Infrastructure Program within the San Francisco County Program; and clarify MTC exchange fund projects.

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 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.

ABSTRACT

MTC Resolution No. 4202, Revised

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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.

ABSTRACT

MTC Resolution No. 4202, Revised

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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 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

ABSTRACT

MTC Resolution No. 4202, Revised

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\$619,000 to \$589,000; and redirect the \$30,000 in MTC Exchange funds to a new MTC-led Concord IDEA project.

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

ABSTRACT

MTC Resolution No. 4202, Revised

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unprogrammed discretionary balances to Campbell's Harriet Ave Sidewalk project and Los Gatos Shannon Rd Complete Streets project.

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.

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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) 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

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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.

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

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\$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 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

ABSTRACT

MTC Resolution No. 4202, Revised

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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.

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.

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

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

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

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

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MTC Resolution No. 4202, Revised

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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; 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

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MTC Resolution No. 4202, Revised

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\$443,000 for Saratoga's Citywide Mater Plan for Bicycle and Sidewalks within the Santa Clara County Program.

On July 26, 2023, Attachments B-1 and B-2 were revised to reflect the fund source change of \$16,727,000 programmed to various projects within the Safe & Seamless Mobility Quick-Strike Program from federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds to STP/CMAQ; deprogram \$700,000 in Safe & Seamless Mobility Quick Strike funds from San Pablo's Giant Road Cycletrack Quick Build project; and revise the project name for Solano Transportation Authority's Vacaville Jepson Parkway Phase 1B Bike Path to reflect project phasing.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, February 12, 2020, May 13, 2020, July 8, 2020, September 9 2020, November 4, 2020, January 13, 2021, February 10, 2021, April 14, 2021, and May 12, 2021; the Planning Committee dated May 14, 2021; the Programming and Allocations Committee dated June 9, 2021, July 14, 2021; and September 8, 2021; the Planning Committee dated September 10, 2021; and the Programming and Allocations Committee dated November 10, 2021, December 8, 2021, January 12, 2022, February 9, 2022; 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 and July 12, 2023.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

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

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

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$669,238,187	\$114,706,260
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	MTC	\$9,555,000	
1. REGIONAL PLANNING ACTIVITIES		\$9,555,000	
2. PAVEMENT MANAGEMENT PROGRAM			
Pavement Management Program	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$250,000	
2. PAVEMENT MANAGEMENT PROGRAM		\$9,250,000	
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation			
PDA Implementation	MTC	\$2,000,000	
PDA Supportive Studies	MTC	\$587,000	
PDA Planning			
Berkeley: San Pablo Avenue PDA Plan	MTC	\$750,000	
Oakland: MacArthur Transit Village PDA; North Oakland/Golden Gate PDA Plan	MTC	\$800,000	
Oakland: Eastmont Town Center/International Blvd; Fruitvale & Dimond; MacArthur Blvd	MTC	\$800,000	
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	MTC	\$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	MTC	\$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	MTC	\$140,000	
Richmond: Hilltop PDA Plan	MTC	\$750,000	
San Pablo: Rumrill Blvd PDA Plan	MTC	\$250,000	
Marin County: Urbanized Corridor/Marin City PDA Plan	MTC	\$300,000	
San Rafael: Downtown Precise Plan	MTC	\$500,000	
San Francisco: HUB Area EIR	MTC	\$500,000	
San Francisco: Transit Corridors Study	MTC	\$500,000	
Burlingame: Broadway Planning Area PDA Plan	MTC	\$400,000	
South San Francisco: Downtown Station Area PDA Plan	MTC	\$500,000	
Milpitas: Midtown PDA Plan	MTC	\$500,000	
Palo Alto: University Ave/Downtown PDA Plan	MTC	\$800,000	
San Jose/VTA: Diridon Integrated Station Area Concept Plan	MTC	\$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	MTC	\$500,000	
Santa Clara: Downtown PDA Plan	MTC	\$400,000	
Vacaville: Downtown Specific Plan	MTC	\$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	MTC	\$800,000	
Unprogrammed balance		\$400,000	
Staffing Assistance			
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Mngmt	MTC	\$180,000	
Fremont: SB743 Implementation	MTC	\$150,000	
Hayward: SB743 Implementation	MTC	\$150,000	
Oakland: ADU Initiative	MTC	\$200,000	
Oakland: Innovative Construction Initiative	MTC	\$200,000	
Concord: VMT-based Transportation Impact Standards	MTC	\$150,000	
Concord: Galindo Street Corridor Plan	MTC	\$200,000	
Lafayette: Updated Parking Ordinance and Strategies	MTC	\$150,000	
San Jose: PDA/Citywide Design Guidelines	MTC	\$200,000	
Windsor: Parking Management and Pricing	MTC	\$35,000	
Technical Assistance			
Marin/Sonoma VMT Implementation Group	MTC	\$170,000	
Napa/Solano VMT Implementation Group	MTC	\$170,000	
Various Jurisdictions: VMT Implementation Group	MTC	\$140,000	
Emeryville: Developing the Highest and Best Use of the Public Curb	MTC	\$65,000	
Hayward: Micro Mobility/Safety Program	MTC	\$75,000	
Oakland: General Plan Framework - PDA Community Engagement Program	MTC	\$65,000	
San Leandro: BayFair TOD Infrastructure Design/Finance	MTC	\$150,000	
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	MTC	\$65,000	
San Francisco: PDA Density Bonus Program	MTC	\$65,000	
Belmont: Transportation Demand Management Program	MTC	\$65,000	

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

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

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$669,238,187	\$114,706,260
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	
BART AB2923 Implementation	BART	\$1,000,000	
Community-Based Transportation Plan (CBTP) Updates			
ACTC: CMA Planning (for Community-Based Transportation Plans)	MTC	\$300,000	
CCTA: Community-Based Transportation Plans	MTC	\$215,000	
TAM: Community-Based Transportation Plans	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	MTC	\$120,000	
VTA: Community-Based Transportation Plans	MTC	\$300,000	
STA: Community-Based Transportation Plans	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	MTC	\$110,000	
CBTP Program Evaluation	MTC	\$35,000	
3. PDA PLANNING & IMPLEMENTATION		\$20,000,000	
4. CLIMATE INITIATIVES			
Climate Initiatives			
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD	\$10,000,000	
Parking Management Program			
Parking Management - Balance	TBD	\$3,054,406	
BART Variable Parking Pricing Project	BART	\$1,147,000	
Demand-Based Parking Pricing/Curb Mgmt in Business Districts/Ferry Terminals	Alameda	\$742,000	
OakPark+	Oakland	\$1,500,000	
Parking Meter Program Update	Martinez	\$875,000	
Pay or Permit Parking Program Expansion	SFMTA	\$1,494,000	
Port of San Francisco-SFMTA Parking Management Pilot	Port of SF	\$200,000	
Mobility Hubs Pilot Program			
Mobility Hubs Technical Assistance	MTC	\$150,000	
BART: MacArthur BART Station	BART	\$539,084	
San Ramon: Bishop Ranch Business Park	San Ramon	\$387,600	
Burlingame: Caltrain Station - Burlingame Square Transit Hub	Burlingame	\$739,000	
Millbrae: BART and Caltrain Station - Millbrae Transit Center	Millbrae	\$345,150	
Mountain View: Caltrain Station - Mountain View Transit Center	Mountain View	\$200,000	
Vallejo: Vallejo Ferry Terminal	Vallejo	\$200,000	
Mobility Hubs Unprogrammed Balance	TBD	\$101,760	
Targeted Transportation Alternatives	MTC	\$325,000	
Spare the Air Youth Program - 2	MTC	\$1,417,000	
4. CLIMATE INITIATIVES		\$23,417,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
Active Operational Management			
AOM Implementation	MTC	\$23,737,000	
Bay Area 511 Traveler Information			
511 Next Gen	MTC	\$26,148,000	
511 Implementation	MTC	\$7,450,000	
Rideshare			
Rideshare Implementation	MTC	\$720,000	
Carpool Program	MTC	\$7,280,000	
Vanpool Program	MTC	\$2,000,000	
Commuter Benefits Implementation	MTC	\$674,000	
Commuter Benefits Program	MTC	\$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)	MTC/NVTA		\$1,100,000
Bay Bridge Forward 2018			
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	AC Transit	\$800,000	
Eastbay Commuter Parking	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat	\$2,000,000	

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OBAG 2 Regional Programs
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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$669,238,187	\$114,706,260
Bay Bridge Forward 2020			
Preliminary Engineering	MTC	\$12,000,000	
Dumbarton Forward			
SR 84 (US 101 to I-880) Dumbarton Forward	MTC	\$4,375,000	
Richmond-San Rafael Bridge Forward			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		\$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	MTC		\$1,160,000
Freeway Performance Program			
FPP: I-880 (I-80 to I-280)	MTC	\$3,000,000	
FPP: I-880 Optimized Corridor Operations	MTC	\$2,240,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only	MTC	\$625,000	
FPP: I-80 (Carquinez Bridge to Fremont St., SF) PL only	MTC	\$3,000,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	MTC	\$10,000,000	
FPP: I-80 Central Ave Interchange Improvements	Richmond	\$2,000,000	
FPP: SR 37 (US 101 to I-80) PL only	MTC	\$1,000,000	
FPP: Napa Valley Forward Traffic Calming & Multimodal Imps.	MTC	\$1,000,000	
FPP: US 101 (SR 85 to San Francisco Co. Line)	MTC	\$3,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	SCTA	\$1,000,000	
Program for Arterial System Synchronization (PASS)	MTC	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)			
IDEA Technical Assistance	MTC	\$1,532,000	
IDEA Category 1			
AC Transit: Dumbarton Express Route (SR84)	MTC	\$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	MTC	\$276,000	
Hayward: Various Locations	MTC	\$302,000	
Oakland: Bancroft Ave	MTC	\$310,000	
Pleasanton: Various Locations	MTC	\$290,000	
Union City: Union City Blvd & Decoto Rd	MTC	\$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	MTC	\$563,000	
San Rafael: Downtown San Rafael	MTC	\$830,000	
South San Francisco: Various Locations	MTC	\$532,000	
San Jose: Citywide	MTC	\$1,400,000	
IDEA Category 2			
LAVTA/Dublin: Citywide	MTC	\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	MTC	\$785,000	
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$30,000
Walnut Creek: Various locations (Fund Exchange)	MTC		\$621,000
Los Gatos: Los Gatos Blvd	MTC	\$700,000	
VTA: Veterans Admin. Palo Alto Medical Center	VTA	\$845,000	
Connected Vehicles/Automated Vehicles (CAV)	MTC	\$178,000	
VTA: Palo Alto Advanced Transit Passenger Management	VTA	\$976,000	
SFCTA/TIMMA: Treasure Island Automated Shuttle Pilot	MTC	\$828,000	
Technical Advisory Services	MTC	\$268,000	
Project Evaluations	MTC	\$250,000	
Shared Use Mobility	MTC	\$2,500,000	
Connected Bay Area			
TMS Implementation	MTC	\$2,910,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	MTC/Caltrans	\$9,440,000	
Regional Communications Infrastructure Upgrade - MTC	MTC	\$4,150,000	
Regional Communications Infrastructure Upgrade - Caltrans	Caltrans	\$2,500,000	
Incident Management			
Incident Management Implementation	MTC	\$4,160,000	
I-880 ICM Northern	MTC	\$6,200,000	
I-880 ICM Central	MTC/San Leandro	\$2,640,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		\$172,620,000	\$4,000,000
6. TRANSIT PRIORITIES			
BART Car Replacement/Expansion	BART	\$99,800,000	

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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	\$9,760,668	\$30,239,332
Clipper	MTC	\$34,200,000	
Transit Performance Initiative			
Foothill Corridor Planning Study	AC Transit	\$1,500,000	
MacDonald Avenue Transit Signal Priority - Phase 1	AC Transit	\$2,237,000	
Transit Corridors Study	CCCTA	\$400,000	
Marin County Hwy 101 Part-Time Transit Lane	MCTD/TAM	\$1,107,000	
Napa Valley Transit Safety and Efficiency Improvements	NVTA	\$1,060,000	
29 Sunset Improvements - Phase 2	SFMTA	\$2,959,000	
Muni Forward Five-Minute Network Corridor Planning Program	SFMTA	\$3,038,000	
Third Street Dynamic Traffic Signal Optimization	SFMTA	\$2,000,000	
El Camino Real Mid-County Transit and Multimodal Corridor Plan	SMCTA	\$407,000	
Monterey Road Transit Lane	VTA	\$575,000	
6. TRANSIT PRIORITIES		\$159,043,668	\$30,239,332
7. PRIORITY CONSERVATION AREA (PCA)			
Regional Peninsula, Southern and Eastern Counties PCA Grant Program			
Bay Area GreenPrint: PCA Functionality Imps	MTC/GreenInfo Network		\$30,000
PCA Grant Implementation	MTC/Coastal Conserv	\$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 Biofilte		\$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 Pa		\$194,000
San Francisco/Coastal Conservancy: Twin Peaks Trail Improvement	SF Rec and Park/Cons		\$74,000
GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	National Parks Servic		\$200,000
SMCHD: Pillar Point Public Access Improvements	San Mateo Co. Harbo		\$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 Conservati		\$379,000
SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	Point Blue Conservati		\$400,000
SCVOSA: Tilton Ranch Acquisition	Santa Clara Valley Op		\$1,000,000
VTA: SR17 Bicycle/Ped Trail & Wildlife Overcrossing (Fund Exchange)	VTA	\$251,000	
North Bay PCA Grant Program			
Marin Co: Wilson Hill Road Rehab. (for Corte Madera: Paradise Dr MUP)	Marin County	\$312,000	
Marin Co: Wilson Hill Road Rehab	Marin County	\$869,000	
Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area Imps.)	Novato	\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.)	Novato	\$265,000	
National Parks Service: Fort Baker's Vista Point Trail	NPS	\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	NVTA	\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa County	\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano County	\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma County	\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma County	\$770,000	
7. PRIORITY CONSERVATION AREA (PCA)		\$9,976,000	\$6,949,000
8. BAY AREA HOUSING INITIATIVES			
Bay Area Preservation Pilot (BAPP)	MTC		\$10,000,000
Housing Incentive Pool	TBD	\$25,000,000	
Sub-HIP Pilot Program			
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	

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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$669,238,187	\$114,706,260
NVTA: Imola Park and Ride	NVTA	\$300,000	
Santa Rosa: Downtown Multi-modal and Fiber Improvements	Santa Rosa	\$400,000	
8. BAY AREA HOUSING INITIATIVES		\$30,000,000	\$10,000,000
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE			
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	
BART Fare Collection Equipment (for Oakland East Bay Greenway Segment II)	BART/Oakland		\$1,000,000
Fremont Boulevard/Walnut Avenue Protected Intersection	Fremont	\$1,271,000	
Fremont Boulevard/Grimmer Boulevard Protected Intersection	Fremont	\$1,415,000	
LAVTA Passenger Facilities Enhancements	LAVTA		\$2,000,000
Oakland 14th Street Complete Streets	Oakland		\$1,000,000
Contra Costa			
CTA planning & programming	CCTA	\$242,000	
BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART Bike Station)	BART / Lafayette		\$1,825,000
BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pittsburg/Bay Point)	BART		\$1,510,000
East Downtown Concord PDA Access & Safe Routes to Transit	Concord	\$2,164,000	
Richmond 13th Street Complete Streets (Revised)	Richmond	\$2,821,000	\$2,821,000
Marin			
CTA planning & programming	TAM	\$141,000	
Marin County Bus Stop Improvements	Marin Transit	\$1,200,000	
SMART Pathway - San Rafael McInnis Pkwy to Smith Ranch Road	SMART	\$1,858,000	
Napa			
CTA planning & programming	NVTA	\$162,000	
Napa Valley Safe Routes to School	NVTA	\$100,000	
Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts	MTC	\$1,000,000	
San Francisco			
CTA planning & programming	SFCTA	\$180,000	
Downtown San Francisco Congestion Pricing Study	SFCTA	\$200,000	
Embarcadero Station Platform Elevator Capacity & Redundancy	BART	\$3,144,302	
San Francisco Folsom Streetscape	SFMTA		\$5,000,000
Safe Routes to School Non-Infrastructure Program	SFMTA	\$2,100,000	
San Mateo			
CTA planning & programming	C/CAG	\$183,000	
Planning and Programming of safe and seamless mobility	C/CAG	\$200,000	
Burlingame City-Wide Pedestrian Safe Routes and Mobility Imps	Burlingame	\$200,000	
San Bruno Transit Corridor Pedestrian Connection Phase 4	San Bruno	\$385,000	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo County	\$1,419,000	
El Camino Real Grand Boulevard Initiative Phase III	South San Francisco	\$2,120,000	
East of 101 Transit Expansion Project	South San Francisco	\$49,924	\$430,076
Santa Clara			
CTA planning & programming	VTA	\$419,000	
Evaluating on-demand shuttle strategies for improved transit access	VTA	\$200,000	
VTA Electronic Locker Upgrade and Replacement	VTA	\$1,987,000	
Mountain View Stierlin Road Bicycle and Pedestrian Improvements (Revised)	Mountain View	\$4,007,000	\$1,486,000
San Jose Julian Street & McKee Road Vision Zero Complete Streets (Revised)	San Jose	\$705,000	\$705,000
San Jose Bascom Avenue Protected Bike Lanes & Complete Street (Revised)	San Jose	\$690,000	\$690,000
En Movimiento Quick Build Network for East San Jose	San Jose		\$1,325,000
San Jose - Downtown Bikeways (Revised)	San Jose	\$4,025,000	\$4,025,000
Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR	Saratoga	\$1,800,000	
Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements	Sunnyvale		\$1,900,000
Solano			

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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$669,238,187	\$114,706,260
CTA planning & programming	STA	\$110,000	
STA Mobility Planning	STA	\$200,000	
Solano Safe Routes to School Non-Infrastructure Program	STA	\$600,000	
Fairfield/Vacaville Hannigan Station Capacity Improvements	Fairfield	\$1,900,000	
Vallejo Springs Rd Pavement Preservation	Vallejo	\$1,800,000	
Sonoma			
CTA planning & programming	SCTA	\$135,000	
Countywide Active Transportation Plan	SCTA	\$200,000	
Cotati Downtown- Civic Center Connectivity and Safety Improvements	Cotati	\$242,000	\$1,008,000
Healdsburg Bike Share	Healdsburg	\$250,000	
Rohnert Park Pedestrian and Bicycle Safety Improvements	Rohnert Park	\$522,000	
Santa Rosa Transit Mall Roadbed Rehabilitation	Santa Rosa		\$868,000
Sebastopol SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancements	Sebastopol	\$476,000	
SMART Pathway - Petaluma Payran to Lakeville	SMART	\$806,000	
Regional & Corridor			
Regional Planning			
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 (Revised)	MTC/ACTC	\$7,000,000	\$7,000,000
San Pablo Giant Road Cycletrack Quick-Build (Revised)	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	
Unprogrammed Balance (Revised)	TBD	\$700,000	
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE		\$71,193,764	\$17,866,076
10. REGIONAL STRATEGIC INVESTMENTS (RSI)			
AC Transit Bus Purchase (for Solano I-80 Express Lanes)	AC Transit	\$4,667,000	
SR 84 Ardenwood Intermodal Bus Facility PA&ED (Fund Exchange)	CCJPA	\$100,000	
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC	\$4,000,000	
GGB Suicide Deterrent System	GGBHTD	\$7,910,000	
Pavement Rehab (for Downtown Novato SMART Station)	Novato	\$617,000	
Old Redwood Highway Multi-Use Pathway	Larkspur	\$1,120,000	
Grand Ave Bridge	San Rafael	\$763,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael	\$1,000,000	
US 101 Marin-Sonoma Narrows	TAM	\$2,000,000	
US 101 Marin-Sonoma Narrows (MSN) B7 (Loan for RM3)	TAM	\$61,708,245	\$13,942,852
Diridon Station Planning & Studies	MTC	\$1,000,000	
VTA: Highway 17 Bicycle/Pedestrian Trail and Wildlife Overcrossing (Fund Exch.)	VTA	\$249,000	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo County	\$184,000	
I-80 Express Lanes in Solano County (Loan for RM3)	STA	\$63,464,510	\$3,255,000
I-80 Express Lanes in Solano County (Toll System)	BAIFA		\$28,454,000
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	\$15,400,000	
10. REGIONAL STRATEGIC INVESTMENTS (RSI)		\$164,182,755	\$45,651,852
OBAG 2 REGIONAL PROGRAMS	TOTAL:	\$669,238,187	\$114,706,260

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Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
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MTC Res. No. 4202 Attachment B-2

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OBAG 2 County Programs Project List

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

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
July 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 07/26/23-C

OBAG 2 County Programs Project List

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

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
July 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 07/26/23-C

OBAG 2 County Programs Project List

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

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
July 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 07/26/23-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
South San Francisco: Various Streets Pavement Rehabilitation	South San Francisco	\$1,027,000
South San Francisco: Grand Boulevard Initiative Complete Street Imps	South San Francisco	\$1,000,000
Woodside: Various Streets Pavement Rehabilitation	Woodside	\$242,000
Woodside: Woodside Pathway Phase 3	Woodside	\$136,000
Unprogrammed balance	TBD	\$151,000
SAN MATEO COUNTY		TOTAL: \$32,545,000
SANTA CLARA COUNTY		
CMA Planning Activities		
Planning Activities Base	VTA	\$6,078,000
Planning Activities - Supplemental	VTA	\$4,822,000
Federal Aid Secondary (FAS)		
Santa Clara County: Uvas Rd Rehabilitation	Santa Clara County	\$1,701,000
Safe Routes To School (SRTS)		
Campbell: Eden Ave Sidewalk Improvements	Campbell	\$555,000
Cupertino: McClellan Rd Separated Bike Lane	Cupertino	\$1,000,000
Los Gatos: Los Gatos Creek Trail to Highway 9 Trailhead Connection	Los Gatos	\$1,258,000
San Jose: Mount Pleasant Schools Area Pedestrian & Bicycle Safety Imps.	San Jose	\$1,000,000
Santa Clara: Santa Clara Schools Access Improvements	Santa Clara	\$1,146,000
Sunnyvale: Homestead Rd at Homestead High School Ped & Bike Imps.	Sunnyvale	\$1,000,000
Sunnyvale: Pedestrian and Bicyclist Infrastructure Improvements	Sunnyvale	\$919,000
County Program		
Campbell: Campbell PDA Enhancements	Campbell	\$550,000
Campbell: Winchester Boulevard Overlay	Campbell	\$554,000
Campbell: Harriet Ave Sidewalk Project	Campbell	\$447,328
Cupertino: Pavement Management Program	Cupertino	\$769,000
Cupertino: Stevens Creek Boulevard Class IV Bike Lanes	Cupertino	\$807,000
Gilroy: Downtown Monterey St Rehabilitation	Gilroy	\$1,028,000
Los Altos: Fremont Ave Asphalt Concrete Overlay	Los Altos	\$336,000
Los Gatos: Los Gatos Creek Trail to Highway 9 Trailhead Connection	Los Gatos	\$5,278,000
Los Gatos: Shannon Rd Complete Streets	Los Gatos	\$940,100
Milpitas: Various Streets Resurfacing	Milpitas	\$1,609,000
Morgan Hill: East Dunne Ave Pavement Rehabilitation	Morgan Hill	\$857,000
Mountain View: Shoreline Boulevard Pathway Improvements	Mountain View	\$1,996,000
Mountain View: West Middlefield Road Improvements	Mountain View	\$1,136,000
Palo Alto: Adobe Creek/Highway 101 Bicycle Pedestrian Bridge	Palo Alto	\$4,350,000
Palo Alto: North Ventura Coordinated Area Plan	Palo Alto	\$638,000
Palo Alto: Various Streets Resurfacing	Palo Alto	\$1,009,000
San Jose: Downtown San Jose Mobility, Streetscape, and Public Life Plan	San Jose	\$813,000
San Jose: East Side Alum Rock (east of 680) Urban Village Plan	San Jose	\$400,000
San Jose: Julian & St. James Livable Streets Couplet Conversion	San Jose	\$2,067,572
San Jose: McKee Road Vision Zero Priority Safety Corridor Improvements	San Jose	\$8,623,000
San Jose: Various Streets Pavement Rehabilitation	San Jose	\$14,597,000
San Jose: Tully Road Vision Zero Priority Safety Corridor Improvements	San Jose	\$8,599,000
San Jose: West San Carlos Urban Village Streetscape Improvements	San Jose	\$3,582,000
Santa Clara: Streets & Roads Preservation	Santa Clara	\$2,356,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
July 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 07/26/23-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
Santa Clara County: Capitol Expressway Rehabilitation	Santa Clara County	\$5,000,000
Santa Clara County: McKean Rd Pavement Rehabilitation	Santa Clara County	\$1,151,000
Saratoga: Citywide Master Plan for Bicycle and Sidewalks	Saratoga	\$443,000
Saratoga: Prospect Rd Complete Streets	Saratoga	\$1,075,000
Saratoga: Saratoga Village Crosswalks & Sidewalks Rehabilitation	Saratoga	\$338,000
Sunnyvale: Bernardo Avenue Bicycle Underpass - EIR	Sunnyvale	\$500,000
Sunnyvale: East Sunnyvale Area Sense of Place Improvements	Sunnyvale	\$1,701,000
Sunnyvale: Fair Oaks Avenue Bikeway - Phase 2	Sunnyvale	\$782,000
Sunnyvale: Java Drive Road Diet & Bike Lanes	Sunnyvale	\$500,000
Sunnyvale: Lawrence Station Area Sidewalks & Bike Facilities	Sunnyvale	\$500,000
Sunnyvale: Peery Park Sense of Place Improvements	Sunnyvale	\$2,686,000
Sunnyvale: Traffic Signal Upgrades	Sunnyvale	\$2,566,000
VTA/Milpitas: Montague Exwy Pedestrian Overcrossing at Milpitas BART	VTA/Milpitas	\$3,560,000
Unprogrammed Balance	TBD	\$450,000
SANTA CLARA COUNTY		TOTAL: \$104,073,000
SOLANO COUNTY		
CMA Planning Activities		
Planning Activities Base	STA	\$3,822,000
Planning Activities - Supplemental	STA	\$3,039,000
Federal Aid Secondary (FAS)		
Solano County: County Roads Paving	Solano County	\$506,000
Solano County: Farm to Market Phase 2 Imps	Solano County	\$1,000,000
Safe Routes To School (SRTS)		
Fairfield: Grange Middle School SRTS Imps	Fairfield	\$260,000
STA: Countywide SRTS Non-Infrastructure Program	STA	\$1,209,000
County Program		
Benicia: Park Rd Improvements	Benicia	\$2,731,000
Fairfield: Cadenasso Dr Repaving	Fairfield	\$1,394,000
Suisun City: Railroad Ave Repaving	Suisun City	\$491,000
STA: Vacaville Jepson Parkway Phase 1B/1C Bike Path (Revised)	STA	\$3,064,000
STA: Solano Mobility Call Center	STA	\$1,537,000
Vacaville: VacaValley/I-505 Roundabouts	Vacaville	\$250,000
Vacaville: Local Streets Overlay	Vacaville	\$1,193,000
Vallejo: Sacramento St Rehabilitation	Vallejo	\$681,000
SOLANO COUNTY		TOTAL: \$21,177,000
SONOMA COUNTY		
CMA Planning Activities		
Planning Activities Base	SCTA	\$3,822,000
Planning Activities - Supplemental	SCTA	\$1,178,000
Federal Aid Secondary (FAS)		
Sonoma County: River Road Pavement Rehabilitation	Sonoma County	\$3,264,000
Safe Routes To School (SRTS)		
SCTA: Sonoma County Safe Routes To School (SRTS)	SCTA	\$1,655,000
County Program		
Cotati: E. Cotati Avenue Street Rehabilitation	Cotati	\$675,000
Healdsburg: Healdsburg Avenue Road Diet	Healdsburg	\$600,000
Petaluma: Petaluma Boulevard South Road Diet	Petaluma	\$2,916,000
SMART: Petaluma SMART Pathway	SMART	\$400,000
Rohnert Park: Various Streets Rehabilitation	Rohnert Park	\$1,035,000
Santa Rosa: US 101 Bicycle and Pedestrian Bridge Overcrossing	Santa Rosa	\$1,418,000
Santa Rosa: Various Streets Rehabilitation	Santa Rosa	\$1,655,000
Sebastopol: Bodega Avenue Bike Lanes and Pavement Rehabilitation	Sebastopol	\$1,195,000
Sonoma (City) : New Fryer Creek Bicycle and Pedestrian Bridge	Sonoma (City)	\$501,000
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
July 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 07/26/23-C

OBAG 2 County Programs Project List

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

Date: January 26, 2022
W.I.: 1512
Referred by: PAC
Revised: 02/23/22-C 03/23/22-C 06/22/22-C
09/28/22-C 10/26/22-C 11/16/22-C
01/25/23-C 02/22/23-C 03/22/23-C
04/26/23-C 05/24/23-C 06/28/23-C
07/26/23-C

ABSTRACT

Resolution No. 4505, Revised

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

The resolution includes the following attachments:

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

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

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

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

ABSTRACT

MTC Resolution No. 4505, Revised

Page 2

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 Program, including \$31,600,000 for Transit Transformation Action Plan programs and \$7 million for future SamTrans projects as part of a Caltrain right-of-way (ROW) repayment arrangement; program \$11,762,000 for ongoing Safe Routes to School Non-Infrastructure programs within the County & Local Program; add \$7,000,000 in additional anticipated revenues to the Regional Program; and clarify language related to local policy requirements and project eligibilities within the County & Local Program.

On September 28, 2022, Attachments B-1 and B-2 were revised to program \$14,000,000 to 511 Traveler Information Services within the Regional Travel Demand Management (TDM) Program, \$1,280,000 in the Regional Vision Zero/Safety Program for Local Roadway Safety Plan Development, \$2,500,000 for Bay Trail Planning, Delivery, and Technical Assistance projects within the Regional Active Transportation Plan Implementation Program, and \$86,900,000 to various projects within the Multimodal Systems Program; assign \$7,000,000 in Multimodal Systems Program funds previously committed to SamTrans as part of MTC's Caltrain Right-of-Way repayment to SamTrans' Preventative Maintenance project; and add \$620,000 in County & Local Program funds to San Mateo C/CAG's Safe Routes to School Non-Infrastructure Program project.

On October 26, 2022, Attachments B-1 and B-2 were revised to program \$43,800,000 within the Climate Initiatives Program, \$25,000,000 within the Growth Framework Implementation program, \$18,166,000 in County & Local Program for CTA Planning Activities, and \$7,613,000 in County & Local Program funds to Alameda County Transportation Commission's Safe Routes to School Non-Infrastructure Program.

On November 16, 2022, Attachment B-1 was revised to program \$6,000,000 from the Regional Active Transportation Plan Implementation balance to two Bay Skyway projects: \$1,900,000 to MTC's West Oakland Link and \$4,100,000 to SFCTA's Yerba Buena Island Multi-Use Path.

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

ABSTRACT

MTC Resolution No. 4505, Revised

Page 3

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4505, Revised

Page 4

On July 26, 2023, Attachments B-1 and B-2 were revised to reflect the fund source change from STP to Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding for \$16,727,000 as follows: \$14,677,000 for MTC's CTA Planning Activities Supplemental project within the County & Local Program; and \$1,650,000 for MTC's Community-Based Transportation Plans and \$400,000 for MTC's Local Roadway Safety Plan Development project within the Regional Complete Streets and Community Choice program.

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 and July 12, 2023.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4505

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

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

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

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

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

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

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

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

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

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

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

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

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

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


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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Alfredo Pedroza, Chair

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

Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
July 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 07/26/23-C

OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 3 REGIONAL PROGRAMS		\$381,350,000	\$77,990,000
1. PLANNING AND PROGRAM IMPLEMENTATION			
Planning and Program Implementation			
Regional Planning Activities	MTC	\$8,300,000	
Program and Project Implementation	MTC	\$37,200,000	
Program and Project Implementation - Transit Transformation	MTC	\$4,000,000	
1. PLANNING AND PROGRAM IMPLEMENTATION		\$49,500,000	
2. GROWTH FRAMEWORK IMPLEMENTATION			
Growth Framework Implementation			
PDA Planning and Technical Assistance Grants			
PDA Planning and Technical Assistance Grants - Balance	MTC	\$8,000,000	
Alameda County: San Lorenzo Village Specific Plan	MTC	\$600,000	
Benicia: Eastern Gateway Infrastructure Master Plan	MTC	\$312,000	
Campbell: Hamilton Avenue Precise Plan	MTC	\$400,000	
Cotati: Santero Way Specific Plan Update	MTC	\$415,000	
Fairfield : Solano Rail Hub Residential Cluster	MTC	\$200,000	
Millbrae: El Camino Real Streetscape Plan Implementation	MTC	\$200,000	
Millbrae: MSASP Amend - Integrated Multi-Modal Transit Stn	MTC	\$600,000	
Milpitas: Innovation District Parks and Trails Master Plan	MTC	\$200,000	
Milpitas: Milpitas Main Street Sense of Place Plan	MTC	\$600,000	
Moraga: Moraga Center Specific Plan	MTC	\$600,000	
Moraga: Moraga Center Specific Plan Amendments	MTC	\$88,000	
Orinda: Path for Affordable Housing TOD at Orinda BART	MTC	\$200,000	
Petaluma: Corona Road SMART Station PDA Specific Plan	MTC	\$1,150,000	
San Carlos: Downtown Together - Downtown Specific Plan	MTC	\$300,000	
San Francisco: Well-Resourced PDAs Zoning Plan	MTC	\$1,035,000	
San Leandro: Bay Fair TOD Specific Plan Amendment	MTC	\$600,000	
San Leandro: Bay Fair TOD Sub-Area 1 Precise Plan	MTC	\$1,200,000	
Santa Rosa: South Santa Rosa Specific Plan	MTC	\$1,200,000	
Sebastopol: Workforce Housing Zoning	MTC	\$250,000	
Sonoma County: Airport Area Specific Plan Update	MTC	\$800,000	
Suisun City: PDA Project Implementation	MTC	\$200,000	
Vacaville: Allison Policy Plan	MTC	\$1,200,000	
Vallejo: Downtown Amend and Streetscape Impl	MTC	\$1,200,000	
Vallejo: Waterfront Amendment	MTC	\$1,200,000	
Priority Production Area (PPA) Pilot Program			
Benicia: Port of Benicia - Infrs & Facility Modernization Plan	MTC	\$750,000	
CC County: N Waterfront PPAs Technical Assistance Project	MTC	\$500,000	
East Bay Econ Dev Alliance: Next Gen EB Indust Bldgs/Dists	MTC	\$500,000	
STA: Aligning Middle Wage Jobs with Housing in Solano County	MTC	\$500,000	
2. GROWTH FRAMEWORK IMPLEMENTATION		\$25,000,000	
3. CLIMATE, CONSERVATION, AND RESILIENCE			
Climate Initiatives			
Mobility Hubs			
Mobility Hubs Capital Grants	TBD	\$300,000	\$30,000,000
Mobility Hubs Planning Grants - Balance	MTC	\$804,000	
ECCTA: Antioch Park n Ride Mobility Hub	MTC	\$400,000	
SFMTA: Southeastern SF Mobility Hub Plan	MTC	\$396,000	
TAM: Marin County Mobility Hub Plan	MTC	\$400,000	
Mobility Hubs and Parking Management Technical Assistance	MTC	\$500,000	
Transportation Electrification			
Technical Assistance Program	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
Local Public Fleet Electrification: Planning Assistance	TBD	\$10,000,000	

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OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
July 2023

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OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 3 REGIONAL PROGRAMS		\$381,350,000	\$77,990,000
Planning & Program Strategy: Local Action Planning	TBD	\$4,500,000	
Planning & Program Strategy: Regional Program Strategy	TBD	\$500,000	
Parking Management			
Parking Management Capital	TBD	\$4,000,000	
Parking Management Planning - Balance	MTC	\$352,000	
Concord: Downtown Parking Technology Solutions Study	MTC	\$80,000	
Lafayette: Downtown Lafayette Parking Mgmt Program	MTC	\$170,000	
Menlo Park: Menlo Park Citywide Strategic Parking Plan	MTC	\$125,000	
Napa: Park Napa Plan	MTC	\$315,000	
Petaluma: Downtown Area Parking Management Plan	MTC	\$100,000	
San Mateo: Citywide Parking Requirement Update	MTC	\$200,000	
Santa Rosa: Downtown Parking, Curb Mgmt & Access Plan	MTC	\$207,000	
Sausalito: Sausalito Downtown Parking Study	MTC	\$106,000	
Vallejo: Downtown/Waterfront Parking Mgmt Eval/Action Plan	MTC	\$150,000	
Walnut Creek: Downtown Curbside Management Plan	MTC	\$195,000	
Regional Transportation Demand Management (TDM)			
Commuter Benefits Program	MTC	\$8,400,000	
Commuter Benefits Program - Air District	BAAQMD	\$1,600,000	
Regional Carpool/Vanpool Program	MTC	\$3,400,000	
Bike to Work & Spare the Air Youth	MTC	\$4,800,000	
511 Traveler Information Services	MTC	\$14,000,000	
Regional TDM Balance	MTC	\$4,000,000	
Priority Conservation Area (PCA) Grant Program			
PCA Grant Program	TBD	\$18,000,000	
3. CLIMATE, CONSERVATION, AND RESILIENCE		\$82,060,000	\$75,940,000
4. COMPLETE STREETS AND COMMUNITY CHOICE			
Healthy, Safe, and Sustainable Streets			
Regional Vision Zero/Safety Program			
Local Roadway Safety Plan Development & TA Balance	MTC	\$3,120,000	
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 (Revised)	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 (Revised)	MTC		\$370,000
C/CAG: Community-Based Transportation Plans (Revised)	MTC		\$245,000
VTA: Community-Based Transportation Plans (Revised)	MTC		\$600,000
STA: Community-Based Transportation Plans (Revised)	MTC		\$190,000

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

MTC Res. No. 4505 Attachment B-1
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 01/25/23-C 02/22/23-C 03/22/23-C 05/24/23-C 06/28/23-C 07/26/23-C

OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 3 REGIONAL PROGRAMS		\$381,350,000	\$77,990,000
SCTA: Community-Based Transportation Plans (Revised)	MTC		\$245,000
Project implementation, technical assistance, engagement	TBD	\$15,000,000	
4. COMPLETE STREETS AND COMMUNITY CHOICE		\$52,350,000	\$2,050,000
5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE			
Transit Transformation Action Plan			
Transit Priority - Highway Investments	MTC	\$13,000,000	
Transit Priority - Arterial Investments	TBD	\$15,000,000	
Mapping & Wayfinding	TBD	\$3,600,000	
Multimodal Systems Programs			
Clipper C2 Capital (Loan for RM3)	MTC	\$30,000,000	
Forward Programs	MTC	\$21,800,000	
Bay Bridge Forward I-80/Powell I/C Transit Access	MTC	\$1,200,000	
Resilient SR 37	MTC	\$10,000,000	
Design Alternative Assessments/Corridor Studies	MTC	\$4,000,000	
Adaptive Ramp Metering Implementation	MTC	\$4,000,000	
Optimized Freeway Corridor Operations	MTC	\$6,000,000	
Multimodal Arterial Operations	MTC	\$6,500,000	
Shared Connected/Automated Vehicles and Technology	MTC	\$1,000,000	
Regional ITS Architecture	MTC	\$2,000,000	
Express Lanes Studies and Pilots (Non-Infrastructure)	MTC	\$2,000,000	
Connected Bay Area/Incident Management	MTC	\$28,400,000	
SR 29 American Canyon Operational and Multimodal Imps	NVTA	\$1,000,000	
SamTrans Preventative Maintenance (for SamTrans ROW Repayment)	SamTrans	\$7,000,000	
5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE		\$156,500,000	
NON-FEDERAL EXCHANGE ADJUSTMENT		\$15,940,000	
OBAG 3 REGIONAL PROGRAMS	TOTAL:	\$381,350,000	\$77,990,000

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

MTC Res. No. 4505 Attachment B-2
 Adopted: 01/26/22-C
 Revised: 06/22/22-C 09/28/22 10/26/22-C 01/25/23-C 03/22/23-C
 05/24/23-C 07/26/23-C

OBAG 3 County & Local Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 3 COUNTY & LOCAL PROGRAMS		\$368,323,000	
ALAMEDA COUNTY			
CTA Planning Activities			
Planning Activities Base	MTC	\$4,905,000	
Planning Activities Supplemental	ACTC	\$2,600,000	
County/Local Program			
Fruitvale Corridor	AC Transit	\$2,000,000	
San Pablo Avenue Bus and Bike Lanes	ACTC	\$10,000,000	
San Pablo Avenue Parallel Bike Network	ACTC	\$10,000,000	
San Pablo Avenue Safety/Bus Bulbs Project	ACTC	\$10,000,000	
SRTS Non-Infrastructure Program	ACTC	\$8,883,000	
Central Avenue/Fourth Street/Ballena Blvd Roundabout	Alameda	\$2,325,000	
Mission Boulevard Phase III Corridor Improvements	Alameda County	\$4,950,000	
West Oakland Link	MTC/BATA	\$4,200,000	
Upper San Lorenzo Creekway Trail	Alameda County	\$9,621,000	
Old Town Streetscape	Newark	\$5,141,000	
ALAMEDA COUNTY		\$74,625,000	
CONTRA COSTA COUNTY			
CTA Planning Activities			
Planning Activities Base	MTC	\$4,087,000	
County/Local Program			
Countywide Smart Signals	CCTA	\$26,555,000	
SRTS Non-Infrastructure Program	CCTA	\$3,665,000	
Galindo Street Multimodal Corridor	Concord	\$3,361,000	
Willow Pass Road Bikeway Connection	Concord	\$830,000	
School Street Class I Multiuse Facility	Lafayette	\$750,000	
Bay Trail Gap Closure at Tennent Avenue	Pinole	\$1,020,000	
Delta De Anza Multimodal Trail Safety Improvements	Pittsburg	\$4,427,000	
Bayview to BART	Richmond	\$1,675,000	
McBryde Avenue Safe Routes to Parks	Richmond	\$1,028,000	
Safe Routes to School Infrastructure Improvements	Walnut Creek	\$7,050,000	
CONTRA COSTA COUNTY		\$54,448,000	
MARIN COUNTY			
CTA Planning Activities			
Planning Activities Base	MTC	\$3,446,000	
Planning Activities Supplemental	TAM	\$400,000	
County/Local Program			
Paradise Drive	Corte Madera	\$2,056,000	
Transit Corridor Improvements	MCTD	\$1,600,000	
San Rafael: North San Rafael/Northgate Area PDA Study	MTC	\$797,000	
San Rafael: SE San Rafael/Canal Area PDA Study	MTC	\$797,000	
Second and Fourth Street Intersection Improvements	San Rafael	\$3,051,000	
Bridgeway Bike Lane Project – Princess Street to Richardson	Sausalito	\$505,000	
SMART Pathway: Great Redwood Trail – Novato	SMART	\$1,000,000	
MARIN COUNTY		\$13,652,000	
NAPA COUNTY			
CTA Planning Activities			
Planning Activities Base	MTC	\$3,446,000	
County/Local Program			
Green Island Road Class 1	American Canyon	\$1,000,000	
Silverado Trail Five-Way Intersection Improvements	Napa	\$2,000,000	
SR 29 American Canyon Operational and Multimodal Imps	NVTA	\$2,000,000	
Main Street St. Helena Pedestrian Improvements	St. Helena	\$1,206,000	
NAPA COUNTY		\$9,652,000	
SAN FRANCISCO COUNTY			
CTA Planning Activities			

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

MTC Res. No. 4505 Attachment B-2
 Adopted: 01/26/22-C
 Revised: 06/22/22-C 09/28/22 10/26/22-C 01/25/23-C 03/22/23-C
 05/24/23-C 07/26/23-C

OBAG 3 County & Local Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 3 COUNTY & LOCAL PROGRAMS		\$368,323,000	
Planning Activities Base	MTC	\$3,624,000	
Planning Activities Supplemental (Revised)	SFCTA	\$789,000	\$1,411,000
County/Local Program			
Elevator Modernization, Phase 1.3	BART	\$8,278,460	
Regional Carpool/Vanpool (for BART Elevator Modernization Phase 1.3)	MTC	\$5,021,540	
Yerba Buena Island Multi-use Pathway	SFCTA	\$3,000,000	
SFMTA Light Rail Vehicles (for SFCTA West Side Bridges)	SFMTA	\$14,899,000	
SRTS Non-Infrastructure Program	SFMTA	\$7,082,000	
29 Sunset Improvement	SFMTA	\$5,976,000	
Central Embarcadero Safety	SFMTA	\$6,320,000	
SAN FRANCISCO COUNTY		\$54,990,000	\$1,411,000
SAN MATEO COUNTY			
CTA Planning Activities			
Planning Activities Base	MTC	\$3,450,000	
Planning Activities Supplemental (Revised)	C/CAG		\$2,300,000
County/Local Program			
Rollins Road Bicycle and Pedestrian Improvement	Burlingame	\$3,100,000	
El Camino Real Complete Street, Mission Rd to SSF	Colma	\$4,640,000	
SRTS Non-Infrastructure Program	C/CAG	\$2,120,000	
Middle Ave Caltrain Pedestrian and Bicycle Undercrossing	Menlo Park	\$5,000,000	
Roosevelt Avenue Traffic Calming Project	Redwood City	\$3,400,000	
Bay Road Complete Street Rehabilitation	San Mateo County	\$3,807,000	
19th Ave/Fashion Island Blvd Complete Street Class IV	SMCTA	\$3,375,000	
School St/Spruce Ave and Hillside Blvd Safety and Access Imps	South San Francisco	\$3,128,000	
SAN MATEO COUNTY		\$32,020,000	\$2,300,000
SANTA CLARA COUNTY			
CTA Planning Activities			
Planning Activities Base	MTC	\$5,307,000	
Planning Activities Supplemental (Revised)	VTA		\$4,693,000
County/Local Program			
N San Antonio Road Protected Bikeway	Los Altos	\$7,298,000	
Monterey Road Traffic, Bicycle, & Pedestrian Improvements	Morgan Hill	\$3,921,000	
El Camino Real / El Monte / Escuela Intersection Imps	Mountain View	\$2,400,000	
Middlefield Road Complete Streets	Mountain View	\$2,406,000	
Moffett Boulevard Complete Streets	Mountain View	\$3,500,000	
Jackson Avenue Complete Streets	San Jose	\$3,300,000	
Julian & St. James Livable Streets Couplet Conversion	San Jose	\$12,974,000	
Signalized Intersections Pedestrian Safety Improvements	San Jose	\$6,300,000	
Story-Keyes Complete Streets	San Jose	\$32,730,000	
White Road Pedestrian Safety Improvements	San Jose	\$3,382,000	
Central Santa Clara Bicycle and Pedestrian Improvement	Santa Clara	\$9,029,000	
SANTA CLARA COUNTY		\$92,547,000	\$4,693,000
SOLANO COUNTY			
CTA Planning Activities			
Planning Activities Base	MTC	\$3,446,000	
Planning Activities Supplemental (Revised)	STA		\$4,044,000
County/Local Program			
East Fifth Street PDA - Affordable Housing Streetscape Imps	Benicia	\$261,000	
Linear Park Node 4 Safe Routes to School and Transit	Fairfield	\$2,239,000	
Travis Safe Routes to School and Transit	Fairfield	\$3,960,000	
Solano 360 Transit Center Phase 1	Solano County	\$2,101,000	
Solano Mobility Call Center and Employer Commuter Program	STA	\$1,500,000	
SRTS Non-Infrastructure Program	STA	\$1,000,000	
Sacramento Street Road Diet – Phase II	Vallejo	\$850,000	
SOLANO COUNTY		\$15,357,000	\$4,044,000

Attachment B-2
MTC Resolution No. 4505
OBAG 3 County & Local Programs
FY 2022-23 through FY 2025-26
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 05/24/23-C 07/26/23-C

OBAG 3 County & Local Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 3 COUNTY & LOCAL PROGRAMS		\$368,323,000	
SONOMA COUNTY			
CTA Planning Activities			
Planning Activities Base	MTC	\$3,446,000	
Planning Activities Supplemental (Revised)	SCTA		\$2,229,000
County/Local Program			
Grove Street Neighborhood Plan Implementation	Healdsburg	\$2,217,000	
Hwy 101 Bike/Ped Overcrossing at Copeland Creek	Rohnert Park	\$3,350,000	
Downtown Connectivity for Housing Density Intensification	Santa Rosa	\$2,588,000	
Hwy 101 Hearn Ave Multi-Use Pathway and Pavement Rehab	Santa Rosa	\$1,321,000	
SRTS Non-Infrastructure Program	SCTA	\$1,910,000	
SMART Pathway: Great Redwood Trail – Santa Rosa	SMART	\$2,000,000	
Todd Rd and Standish Ave Intersection Improvements	Sonoma County	\$2,200,000	
Downtown Bike/Ped US 101 Crossing - Underpass Widening	Windsor	\$2,000,000	
SONOMA COUNTY		\$21,032,000	\$2,229,000
OBAG 3 COUNTY & LOCAL PROGRAMS	TOTAL:	\$368,323,000	\$14,677,000

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4505_ongoing_OBAG3\[tmp-4505_Attachment-B-2_July.xlsx]July 2023



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0978 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 6/30/2023 **In control:** Programming and Allocations Committee

On agenda: 7/12/2023 **Final action:**

Title: MTC Resolution No. 3620, Revised. Revision to MTC Resolution No. 3620 to expand Delegated Authority for the Executive Director to approve certain allocations and rescissions to include Regional Measure 3 funding.

Sponsors:

Indexes:

Code sections:

Attachments: [2g_23-0978_MTC_Resolution_3620_RM3_Delegated_Authority.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 3620, Revised. Revision to MTC Resolution No. 3620 to expand Delegated Authority for the Executive Director to approve certain allocations and rescissions to include Regional Measure 3 funding.

Presenter:

Raleigh McCoy

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 12, 2023

Agenda Item 2g - 23-0978

MTC Resolution No. 3620, Revised

Subject:

Revision to MTC Resolution No. 3620 to expand Delegated Authority for the Executive Director to approve certain allocations and rescissions to include Regional Measure 3 funding.

Background:

Under MTC Resolution No. 3620, the Executive Director holds the authority to allocate funds under \$1 million from sources including Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and select other bridge tolls.

As the Regional Measure 3 (RM3) program rollout continues, the Commission could be presented with numerous requests for allocations and allocation revisions of a small dollar amount each month. To focus the efforts of the Committee and to make the RM3 allocation process more efficient, staff proposes to expand the existing delegated authority to include RM3 funds. This approach is consistent with that of Regional Measure 2 (RM2), where the Executive Director has held delegated authority to allocate funds under \$1 million since 2005. The RM3 Delegation of Authority process will follow the RM2 precedent in that staff will bring the initial allocation for any RM3 capital project to the Commission for approval, regardless of amount. Thereafter, allocations of up to \$1 million would be eligible to be approved under delegated authority.

For rescission actions, staff proposes that the Executive Director would have delegated authority to approve these at any amount if requested by a claimant, which is also in line with the approach for RM2. Rescissions occur from time to time when priorities shift for a claimant or they realize that funds are not needed at the original level estimated.

Consistent with the current delegated authority policy, the Executive Director would continue to provide the Commission with a quarterly report on all delegated authority allocations and rescissions. As always, in the case of both the proposed delegated allocation authority and rescission authority, any items of a sensitive nature or that are otherwise of interest to the Commission – irrespective of dollar amount – would be brought to the Committee for input and action.

Issues:

None identified.

Recommendations:

Refer MTC Resolution No. 3620, Revised to the Commission for approval.

Attachments:

- MTC Resolution No. 3620, Revised

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

Andrew B. Fremier

Date: March 24, 2004
W.I.: 1514
Referred by: PAC
Revised: 05/25/05-C
02/25/09-C
07/26/23-C

ABSTRACT

Resolution No. 3620, Revised

This Resolution adopts policies and provisions delegating authority to the MTC Executive Director to approve the allocation and rescission of funds over which MTC has allocation authority, up to the amounts prescribed in Attachment A of this resolution. This resolution supercedes MTC Resolution No. 774.

This resolution was revised on May 25, 2005 to add Regional Measure 2 as a fund source covered under the delegated authority policy.

This resolution was revised on February 25, 2009 to include project condition changes under Regional Measure 2 as an eligible activity under the delegated authority policy.

This resolution was revised on July 26, 2023 to add Regional Measure 3 (RM3) as a fund source covered under the delegated authority policy and to include project condition changes under Regional Measure 3 as an eligible activity under the delegated authority policy.

Further discussion of this action is contained in the MTC Executive Director's memorandum to the Programming and Allocations Committee dated March 3, 2004 and the Programming and Allocations Summary Sheets dated May 11, 2005, February 11, 2009, and July 12, 2023.

Date: March 24, 2004
W.I.: 1514
Referred by: PAC

Re: Delegation of authority to the MTC Executive Director to approve the allocation and rescission of funds over which MTC has allocation authority.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3620

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, MTC Resolution No. 774, adopted in March of 1980, sets forth certain conditions under which the MTC Executive Director may administratively approve changes in a prior allocation up to the amount of ten thousand dollars; and

WHEREAS, MTC endeavors to increase the threshold for administrative approval to minimize the budgetary and opportunity costs associated with the allocation of funds; now, therefore, be it

RESOLVED, that MTC adopts the policies and provisions stated in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, stating the amounts and purposes for which the MTC Executive Director, or an MTC Deputy Director so designated by the Executive Director, is hereby granted delegated authority for the approval of the allocation and rescission of any of the fund types referenced above; and, be it further


RESOLVED, that the delegated authority herein granted to the MTC Executive Director, or Deputy Director so designated by the Executive Director, shall include the authority to make findings as established in Attachment B, which is incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC Resolution No. 774 is hereby superceded by this resolution; and, be it further

RESOLVED, that Attachment A may be amended from time to time by the Commission, as it deems appropriate, to address new or revised funding types not referenced specifically in the text of this resolution.

RESOLVED, that Attachment B may be amended from time to time by the Commission, as it deems appropriate, to address new or revised findings required by the funding types referenced in Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION



Steve Kinsey, Chair

The above resolution was adopted by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on March 24, 2004.

Date: March 24, 2004
W.I.: 1514
Referred by: PAC
Revised: 05/25/05-C
02/25/09-C
07/26/23-C

Attachment A
Resolution No. 3620
Page 1 of 3

DELEGATION OF AUTHORITY TO THE MTC EXECUTIVE DIRECTOR
TO APPROVE THE ALLOCATION AND RESCISSION OF FUNDS
OVER WHICH MTC HAS ALLOCATION AUTHORITY

Policies and Provisions

1. The policies and provisions of this resolution pertain to the fund types, purposes, and limits shown in Table 1 below.
2. All actions by the Executive Director under this delegation of authority must comply and be consistent with, and result in the furtherance of, MTC policies and programs pertaining to each fund type shown in Table 1. All allocation and rescission actions by the Executive Director under this delegation of authority must be in accordance with the provisions, requirements and conditions enumerated in the applicable California Code of Regulations, Public Utilities Code, or Streets and Highways Code under which each fund type shown in Table 1 is allocated, including but not limited to all necessary findings.
3. The policies adopted under this resolution do not preclude the Executive Director, acting under either his/her discretion, or upon direction from the Programming and Allocations Committee, from submitting to the Committee a recommended allocation or rescission that is within the limits shown in Table 1.
4. "Allocation" as used in the delegation of authority to the Executive Director is defined as an action that results in the issuance of an Allocation Instruction. Further, under the delegation of authority, the Executive Director may impose, remove, or modify project-specific conditions and make non-material scope changes to Regional Measure 2 and Regional Measure 3 projects in order to ensure efficient project delivery.
5. The Executive Director, or individual designated by the Executive Director, must provide quarterly reports to the Programming and Allocations Committee with detail on the allocations approved under delegated authority during the preceding quarter.

Table 1

Fund Type		Delegated Authority Limits	
Statutory Reference	Allocation Reference & Eligible Purposes	Allocation	Rescission
PUC § 99233.3	Transportation Development Act (TDA) <i>Article 3:</i> projects benefiting bicyclists and/or pedestrians (capital, planning and safety programs).	\$1,000,000	Unlimited if requested by claimant
PUC § 99268 <i>et seq.</i>	<i>Article 4:</i> general public and senior/disabled transit (operating and capital).	1,000,000	
PUC § 99275	<i>Article 4.5:</i> community and senior/disabled transit (operating and capital).	1,000,000	
PUC § 99400	<i>Article 8:</i> general public, community and senior/disabled transit (operating, planning and capital); streets and roads (subject to finding of no unmet transit needs).	1,000,000	
PUC § 99313	State Transit Assistance (STA) <i>Population-Based:</i> general public, community and senior/disabled transit (operating and capital); MTC regional coordination projects (operating and capital).	\$1,000,000	Unlimited if requested by claimant
PUC § 99314	<i>Revenue Based:</i> general public, community and senior/disabled transit (operating and capital).	\$1,000,000	
S&H § 30892	“Net Toll Revenues” (“AB 664”): non-federal match to designated MTC Transit Capital Priorities projects (capital).	\$1,000,000	Unlimited if requested by claimant
S&H § 30914(a)(4)	“90% Rail Extension Reserves” : rail transit extension and improvement to reduce traffic on SFOBB (capital)	\$1,000,000	Unlimited if requested by claimant
S&H §§ 30913, 30914	“2% Bridge Toll Revenues” : rapid water transit systems (capital, operating, planning, acquisition).	\$1,000,000	Unlimited if requested by claimant
S&H §§ 30913, 30914	“5% State Fund Revenues” : transit (including water transit) intended to reduce traffic on state-owned bridges (operating and capital).	\$1,000,000	Unlimited if requested by claimant
PUC § 29142.2(b)	“AB 1107” : BART, AC Transit, S.F. Muni (operating)	\$1,000,000	Unlimited if requested by claimant
S&H §§ 30914(c) & (d)	“RM 2 Bridge Tolls” ; specific capital projects and programs and transit operating assistance 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).	\$1,000,000	Unlimited if requested by claimant

“PUC” is Public Utilities Code; “S&H” is Streets and Highways Code; and “SFOBB” is San Francisco Oakland Bay Bridge.

* For Regional Measure 2 funding, “Claimant” refers to the project sponsors and implementing agencies as indicated in Streets and Highways Code §§ 30914(c) & (d). For Regional Measure 3 funding, “Claimant” refers to the project sponsors and implementing agencies as indicated in Streets and Highways Code §§ 30914.7(a) & (c).

Fund Type		Delegated Authority Limits	
Statutory Reference	Allocation Reference & Eligible Purposes	Allocation	Rescission
S&H §§ 30914.7(a) & (c)	“RM 3 Bridge Tolls” ; specific capital projects and programs and transit operating assistance that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 595 (Chapter 650, Statutes of 2017).	\$1,000,000	Unlimited if requested by claimant

“PUC” is Public Utilities Code; “S&H” is Streets and Highways Code; and “SFOBB” is San Francisco Oakland Bay Bridge.

* For Regional Measure 2 funding, “Claimant” refers to the project sponsors and implementing agencies as indicated in Streets and Highways Code §§ 30914(c) & (d). For Regional Measure 3 funding, “Claimant” refers to the project sponsors and implementing agencies as indicated in Streets and Highways Code §§ 30914.7(a) & (c).

Date: March 24, 2004
W.I.: 1514
Referred by: PAC
Revised: 05/25/05-C
07/26/23-C

Attachment B
Resolution No. 3620, Revised
Page 1 of 7

DELEGATION OF AUTHORITY TO THE MTC EXECUTIVE DIRECTOR
TO APPROVE THE ALLOCATION AND RESCISSION OF FUNDS
OVER WHICH MTC HAS ALLOCATION AUTHORITY

Findings Pertaining to Allocations Made Under Delegated Authority

The following findings pertain, as the case may be, to claimants to which Transportation Development Act State, Transit Assistance funds, and/or Bridge Toll funds are allocated.

Transportation Development Act Article 3 Funds - PUC § 99233.3

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 claimants have submitted applications for TDA Article 3 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 applicable MTC rules and regulations, including MTC Resolution No. 875, Revised (Public Utilities Code § 99401); and
3. That the projects and purpose for which claimants have submitted applications for TDA Article 3 funds to MTC are consistent with the countywide priorities in the county in which the claimant is located, for projects and purposes benefiting bicyclists and pedestrians; and
4. That the claimants to which funds are allocated under this resolution have certified that the projects and purposes 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.*).

Transportation Development Act Article 4 Funds - PUC § 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 PUC §§ 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

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), 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 Cal. Code of Regs. § 6633.1, or § 6634; and
5. That pursuant to PUC § 99233.7 funds 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; and
6. That the claimants to which funds are allocated under this resolution have certified that the projects and purposes 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.).

Transportation Development Act Article 4.5 Funds - PUC § 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 PUC §§ 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 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, including MTC Resolution No. 1209, Revised; and
3. That in accordance with PUC § 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 has submitted a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC § 99268.5 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 Cal. Code of Regs. § 6634; and
5. That each claimant is in compliance with PUC §§ 99155 and 99155.5, regarding user identification cards; and
6. That the claimants to which funds are allocated under this resolution have certified that the projects and purposes 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.).

Transportation Development Act Article 8 Transit Funds - PUC § 99400

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 TDA Article 8 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, 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 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 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 Cal. Code of Regs. § 6634; and
5. That the claimants to which funds are allocated under this resolution have certified that the projects and purposes 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.).

Transportation Development Act Article 8 Streets and Roads Funds - PUC § 99400

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 TDA Article 8 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 for purposes of reviewing claims for TDA Article 8 streets and roads funds, MTC has, pursuant to Public Utilities Code § 99401.5(c), adopted a definition of "unmet transit needs" and "unmet transit needs that are reasonable to meet," and procedures and criteria for making findings of unmet transit needs that are reasonable to meet (MTC Resolution No. 2380, Revised); and
4. That the jurisdictions within the county of the claimant, in conjunction with the county's Paratransit Coordinating Council, have identified unmet transit needs and developed a program to address those needs, and have made available to MTC the county transportation plan to provide a basis for revising appropriate portions of MTC's Regional Transportation Plan; and
5. That in accordance with Public Utilities Code § 99401.5(d), MTC has determined, as the case may be, that within the jurisdiction of the claimant, there are no unmet transit needs, or that there are no unmet transit needs that are reasonable to meet, or that there are unmet transit needs, including those that are reasonable to meet; and
6. That the claimants to which funds are allocated under this resolution have certified that the projects and purposes 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.).

State Transit Assistance Funds - PUC §§ 99313 and 99314

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 TDA Article 8 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 Transportation Equity Act for the 21st Century ("TEA-21"), 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 areawide public transportation needs; and
7. That each claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and
8. That each claimant is not precluded by any contract entered into on or after June 28, 1979, from employing part time drivers or from contracting with common carriers of persons operating under a franchise or license; and
9. 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
10. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and
11. That each claimant has certified that it has entered into a joint fare revenue sharing agreement with every connecting transit operator, and that it is in compliance with MTC's Transit Coordination Implementation Plan, pursuant to Gov't Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3055, Revised; and
12. That the claimants to which funds are allocated under this resolution have certified that the projects and purposes 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.).

Regional Measure 2 Toll Bridge - S&H §§ 30914(c) & (d)

1. That Regional Measure 2 (RM2) establishes the Regional Traffic Relief Plan and lists specific capital projects and programs, each with respective project sponsors that are eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and

2. That MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan, which specifies the allocation criteria and project compliance requirements for RM2 funding (MTC Resolution No. 3636); and
3. That the allocation and reimbursement of RM2 funds are conditioned upon the claimant complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and
4. That each claimant¹ has submitted an allocation request package and Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval for a capital or operating assistance project eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and
5. That the claimant’s allocation and reimbursements are in accordance with each allocation’s detailed project, activities, phase, reimbursement schedule, and amount recommended for allocation by MTC staff for which the claimant is requesting RM2 funding; and
6. That each allocation is further conditioned upon project specific conditions, which must be met prior to execution of the allocation and any reimbursement of RM2 funds to the claimant; and
7. That each allocation includes MTC staff’s review of the claimant’s Initial Project Report (IPR) for this project; and that MTC approves MTC staff’s review of the claimant’s IPR for this project; and
8. That each allocation lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; and
9. That the claimants to which funds are allocated under this resolution have certified that the projects and purposes 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.); and
10. That the allocation and reimbursement of RM2 funds are conditioned upon the availability and expenditure of the complementary funding; and that reimbursement of RM2 funds is subject to the availability of RM2 funding.

Regional Measure 3 Toll Bridge – S&H §§ 30914.7(a) & (c)

1. That Regional Measure 3 (RM3) establishes the Regional Measure 3 Expenditure Plan and lists specific capital and operating assistance projects programs, each with respective project sponsors that are eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a) & (c); and

¹ For Regional Measure 2 funding, “Claimant” refers to the project sponsors and implementing agencies as indicated in Streets and Highways Code §§ 30914(c) & (d)

2. That MTC adopted policies and procedures for the implementation of the Regional Measure 3 Expenditure Plan, which specifies the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404, Revised); and
3. That the allocation and reimbursement of RM3 funds are conditioned upon the claimant complying with the provisions of the Regional Measure 3 Policies and Procedures as set forth in length in MTC Resolution 4404, Revised; and
4. That each claimant² has submitted an allocation request package and Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914.7(d), to MTC for review and approval for a capital or operating assistance project eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and
5. That the claimant’s allocation and reimbursements are in accordance with each allocation’s detailed project, activities, phase, reimbursement schedule, and amount recommended for allocation by MTC staff for which the claimant is requesting RM3 funding; and
6. That each allocation is further conditioned upon project specific conditions, which must be met prior to execution of the allocation and any reimbursement of RM3 funds to the claimant; and
7. That each allocation includes MTC staff’s review of the claimant’s Initial Project Report (IPR) for this project; and that MTC approves MTC staff’s review of the claimant’s IPR for this project; and
8. That each allocation lists the cash flow of RM3 funds and complementary funding for the deliverable/useable RM3 project segment; and
9. That the claimants to which funds are allocated under this resolution have certified that the projects and purposes 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.); and
10. That the allocation and reimbursement of RM3 funds are conditioned upon the availability and expenditure of the complementary funding; and that reimbursement of RM3 funds is subject to the availability of RM3 funding.

² For Regional Measure 3 funding, “Claimant” refers to the project sponsors and implementing agencies as indicated in Streets and Highways Code §§ 30914.7(a) & (c)



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0862 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 5/31/2023 **In control:** Programming and Allocations Committee
On agenda: 7/12/2023 **Final action:**
Title: MTC Resolution Nos. 4556, Revised; 4570, Revised; 4571, Revised; 4572, Revised, 4574; and 4588.

The proposed action revises the FY 2023-24 MTC Fund Estimate, allocates Transportation Development Act (TDA), State Transit Assistance (STA), and Regional Measure 2 (RM2) revenues to four transit operators and the Transbay Joint Powers Authority to support transit operations, and approves the FY 2023-24 State of Good Repair (SGR) Program project list.

Sponsors:

Indexes:

Code sections:

Attachments: [3a 23-0862 MTC Resolutions 4556 4570 4571 4572 4574 4588.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4556, Revised; 4570, Revised; 4571, Revised; 4572, Revised, 4574; and 4588.

The proposed action revises the FY 2023-24 MTC Fund Estimate, allocates Transportation Development Act (TDA), State Transit Assistance (STA), and Regional Measure 2 (RM2) revenues to four transit operators and the Transbay Joint Powers Authority to support transit operations, and approves the FY 2023-24 State of Good Repair (SGR) Program project list.

Presenter:

Terence Lee

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 12, 2023

Agenda Item 3a - 23-0862

**MTC Resolution Nos. 4556, Revised; 4570, Revised; 4571, Revised; 4572, Revised; 4574;
and 4588**

Subject:

The proposed action revises the FY 2023-24 MTC Fund Estimate, allocates Transportation Development Act (TDA), State Transit Assistance (STA), and Regional Measure 2 (RM2) revenues to four transit operators and the Transbay Joint Powers Authority to support transit operations, and approves the FY 2023-24 State of Good Repair (SGR) Program project list.

Background:

Fund Estimate Revision: Reconcile Actual FY 2022-23 TDA and AB 1107 Revenues

Overall, actual Bay Area Transportation Development Act (TDA) and AB 1107 sales tax receipts for FY 2022-23 are 4.7% and 5.3% above FY 2021-22 actual receipts, respectively. This results in roughly \$22.5 million more in TDA funding for Bay Area operators over FY 2021-22 actuals, and \$19.6 million more than originally anticipated for FY 2022-23. For AB 1107, actual revenues were \$9.0 million greater than originally anticipated; excess revenues will be distributed evenly between AC Transit and SFMTA.

Six of the nine Bay Area counties experienced greater actual TDA receipts than originally forecast, while three counties – Contra Costa, Sonoma, and Marin – will require recissions of 4.1%, 4.6%, and 12.0% respectively. Marin County’s lower than anticipated revenues are due in part to a taxpayer return error that resulted in excess revenue erroneously accruing to Marin County in FY2021-22. Revenue was withheld from Marin County in September and October 2022 in order to repay the excess funds. Conversely, Alameda County saw the strongest year over year growth in TDA receipts (11.4%), following lingering pandemic-related impacts to its sales tax revenues in FY 2021-22. Attachment B provides details on actual TDA revenues by county as well as the original and revised county auditor estimates for each county.

State of Good Repair (SGR) Program – FY 2023-24 Regional Project List

Caltrans’ State of Good Repair (SGR) Program guidelines require regional agencies like MTC to approve SGR Program Revenue-Based projects from transit operators, in addition to the Population-Based funds, and submit a single region-wide list of projects to Caltrans by September 1st of each year. MTC has worked with the Bay Area’s transit operators to compile a

single, regional list of SGR Program projects for FY 2023-24, as shown in Attachment A to MTC Resolution 4588. Approximately \$33.7 million is expected in Revenue-Based funds, along with \$12.2 million in Population-Based funds. Most operators are using their Revenue-Based funds for state of good repair projects at facilities and stations, or to provide local match, and in a few cases for rehabilitation of vehicles or to contribute to new vehicles costs. For the Population-Based funds, MTC is programming all \$12.2 million to the next generation Clipper® system, in accordance with the policy established in MTC Resolution No. 4321.

FY2023-24 Allocations of TDA, STA, and RM2 Funds

This month's proposed actions continue the annual allocation process of these funds for FY2023-24. Five entities are requesting TDA, STA, and RM2 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, Revised) and the RM2 Operating Program (MTC Resolution 4569). The RM2 statute also identifies a separate set-aside for operation of the Salesforce Transit Center which is statutorily exempt from any expected bridge toll revenue reductions. The proposed allocations are summarized in the table on the following page:

Allocation Amounts by Entity¹ (amounts in millions)

Entity	TDA (Res. 4570)	STA (Res. 4571)	RM2 (Res. 4572 and 4574)	Grand Total
Sonoma County Transit	\$11.4	\$4.7		\$16.1
SolTrans			\$2.1	\$2.1
Santa Rosa	\$7.5	\$3.7		\$11.2
TJPA			\$8.4	\$8.4
WETA			\$14.8	\$14.
Total	\$18.9	\$8.3	\$25.4	\$52.6

Note that amounts may not sum due to rounding

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 estimated operating cost for the Salesforce Transit Center is \$27.6 million and Regional Measure 2 is providing \$8.4 million to support these costs.

Issues:

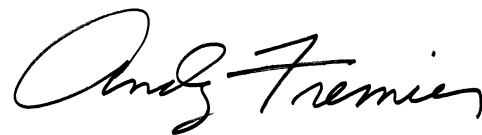
None.

Recommendations:

Refer MTC Resolution Nos. 4556, Revised; 4570, Revised; 4571, Revised; 4572, Revised; 4574; and 4588 to the Commission for approval.

Attachments:

- Attachment A – Transit Operator Budget Summary
- Attachment B – TDA and AB1107 Summary
- MTC Resolution Nos. 4556, Revised; 4570, Revised; 4571, Revised; 4572, Revised; 4574; and 4588



Andrew B. Fremier

¹ Includes all allocations to be approved in the resolutions listed above, the details of which are provided in Attachment A, including allocations for transit capital or planning and administration. Not inclusive of allocations approved by Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised.

Attachment A – Transit Operator Budget Summary

WETA

Adopted Operating Budget	\$68.4 million
Increase in Budget compared to FY2022-23	12%
Current Average Ridership Change (March 2023 to March 2019)	-13%
Total Proposed FY2023-24 Operating Allocation ²	\$23.2 million
Proportion of Operating Budget Funded with Allocations	33%

Budget and Operating Highlights

Under the brand San Francisco Bay Ferry (SFBF), the San Francisco Bay Area Water Emergency Transportation Authority (WETA) operates six routes serving the cities of Alameda, Oakland, San Francisco, South San Francisco, Vallejo, and Richmond. The authority oversees the operation of several ferry routes, maintains the fleet of vessels, manages terminals, and works to expand and improve ferry services to meet the growing transportation needs of the Bay Area community.

The FY 2023-24 Budget includes \$68.4 million for operating expenses and \$75 million for capital projects, totaling \$143.4 million for Ferry Operations, Planning, Administration, and Capital Projects.

With the support of new revenue sources from Regional Measure 3 and State Transit Assistance funding, WETA aims to enhance staffing and facilitate capital planning, project delivery, and customer outreach. The budget also focuses on utilizing the remaining Federal COVID relief funds to maintain current service levels and implementing a new five-year fare program to make lowered fares permanent and attract riders back to the system. The budget forecasts an 11%

² Includes allocations made through Executive Director’s Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purpose.

ridership growth over FY 2022-23 levels, with the expectation of reaching 87% of pre-pandemic monthly ridership by June 2024.

Sonoma County Transit

Adopted Operating Budget	\$21.7 million
Increase in Budget compared to FY2022-23	13%
Current Average Ridership Change (March 2023 to March 2019)	-25%
Total Proposed FY2023-24 Operating Allocation ³	\$14.5 million
Proportion of Operating Budget Funded with Allocations	67%

Budget and Operating Highlights

Sonoma County Transit (SCT) provides a mix of intercity and local routes throughout Sonoma County. SCT provides local transit services within the jurisdictions of Rohnert Park, Cotati, Sebastopol, Windsor, Healdsburg, Cloverdale, the Russian River communities of Guerneville and Monte Rio and the Sonoma/Sonoma Valley areas. Intercity routes link all incorporated cities with downtown Santa Rosa where transfers can be made to other SCT intercity routes, local service provided by Santa Rosa CityBus, and regional services provided by Golden Gate Transit and SMART. A total of 19 routes are operated, 8 local and 11 intercity. SCT serves a total of 1,100 bus stops throughout its county-wide service area.

Sonoma County Transit’s primary sources of funding for operations consist of TDA, STA, local Measure M and farebox revenue. In FY 2023-24, SCT will use the last of its COVID relief funds equaling approximately \$3.2 million.

While TDA, STA and Measure M are projected to increase slightly for FY 2023-24, farebox recovery lags due to ongoing ridership decreases from their pre-pandemic levels. It should be

³ 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 purpose.

noted that the slight increase in TDA, STA and Measure M funds is below the consumer price index (April 2023).

It is envisioned that FY 2023-24's service expansion will be in place for a three to five-year period. If current economic conditions decline, then service levels and expressed ridership demand will determine where potential service reductions will be considered.

During FY 2023-24, Sonoma County Transit will construct new electric bus charging facilities at its Santa Rosa yard. The new charging facility will support 6 electric buses currently in service and 13 buses that will arrive by July 2024. In addition, the proposed FY 2023-24 budget includes TDA funds to support the replacement of six paratransit cutaway vans.

Solano County Transit (SolTrans)

Adopted Operating Budget	\$19.1 million
Decrease in Budget compared to FY2022-23	-2.1%
Current Average Ridership Change (March 2023 to March 2019)	-32% ⁴
Total Proposed FY2023-24 Operating Allocation ⁵	\$11.2 million
Proportion of Operating Budget Funded with Allocations	58%

Budget and Operating Highlights

Solano County Transit (SolTrans) is an intercity express bus service provider for southern Solano County. SolTrans’ operating budget for FY 2023-24 is \$19.1 million, a 2.1% decrease from the previous fiscal year which is attributed to a change in underutilized service.

Starting this fiscal year, all Solano Express services will be operated by SolTrans for a full 12 months. Prior to this change, Fairfield and Suisun Transit (FAST) and SolTrans each operated two intercity express routes, with routes transitioning to SolTrans in April and August 2022. The Blue line was reduced in hours upon transfer due to available buses and the ongoing driver shortage. SolTrans will be implementing a service change in August 2023 to eliminate much of the unproductive service across all lines and streamlining service to maximize use of drivers and buses, as well as adding additional trips direct to San Francisco. These changes include reducing evening service on express bus Yellow and Green lines and eliminating weekday evening inbounds trips on most local routes.

Currently, the contract for service accounts for around two-thirds of the budget with a contracted increase of 4% with additional increases to account for pay increases for Paratransit Drivers and customer service staff. SolTrans was able to use RM3 Operating funds in lieu of Federal relief funds for a portion of the current year. Around 18%, or \$3.5 million of the operating budget is supported by federal COVID relief funding. The balance of federal COVID funding is projected

⁴ Includes ridership on Solano Express service, given that SolTrans began providing this service effective July 1, 2022.

⁵ 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. Additional allocations will be made to SolTrans later this fiscal year to support Solano Express service.

to be used to support FY 2024-25 operations and a projected operating revenue shortfall starting in FY2025-26.

Major capital projects include upgrading its operation and maintenance facility in anticipation of fleet electrification as well as installing inductive charging at its transit center. Seven battery electric buses will also be delivered in the current fiscal year. \$4.8 million in TDA will help support capital projects.

City of Santa Rosa

Adopted Operating Budget	\$16.8 million
Increase in Budget compared to FY2022-23	10.1%
Current Average Ridership Change (Feb 2023 to Feb 2020)	-25%
Total Proposed FY2023-24 Operating Allocation ⁶	\$10 million
Proportion of Operating Budget Funded with Allocations	60%

Budget and Operating Highlights

The Santa Rosa CityBus operates a mixed (fixed/paratransit) bus system in the City of Santa Rosa with an approximate 51 square mile service area. The 13 fixed-route lines within the city of Santa Rosa in a hub-and-spoke arrangement centered at the downtown transit mall with two secondary hubs. The downtown hub also serves as a hub for Sonoma County Transit and is served by Golden Gate Transit. CityBus has stops at the SMART station but does not have major transit facilities next to the stations. Like all operators, Santa Rosa suffered ridership loss during the pandemic and suspended some services temporarily.

Santa Rosa has been reintroducing services, although this process has been challenged by ongoing operator shortages. On the ridership side, the city has taken steps to promote the CityBus service, including introducing a maximum of six fare free days throughout the year and its continued free fares for youth, Veterans, and Santa Rosa Junior College students.

The city continues with its fleet electrification, and recently approved a resolution authorizing the expansion of its battery-electric bus charging infrastructure (from 3 to 5 chargers). The city plans to complete the transition to a zero emissions fleet by 2040.

Santa Rosa funds its annual operations with a mix of funding sources including approximately 60% TDA/STA, 17% FTA 5307 UZA Formula, 8% FTA Emergency funds, 8% locally generated funds, 7% passenger fares. Additionally, since Santa Rosa budgets for its pre-

⁶ 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 purpose.

pandemic staffing levels, the agency generally achieves actual annual costs under the proposed budget. An increase in the proposed budget for FY3023-24 includes an estimate for using electricity as fuel for some of the agency's fixed-route fleet (4-battery electric buses), higher vehicle repair shop rate costs, increased training costs to account for greater numbers of new operators to train, and an overall salary/benefit increase.

Attachment B: FY 2022-23 TDA and AB 1107 Revenues (\$ millions)

	A	B	C	D			
	FY 2021-22	FY 2022-23	FY 2022-23	FY 2022-23	FY 2022-23	FY 2022-23	FY 2021-22 Actual
	Actual	Feb. 2022	Feb. 2023	Actual	Revenue	Revenue	vs.
County	Revenue	Original Estimate	Revised Estimate	Revenue	Adjustment	Adjustment	FY 2022-23 Actual
					(D-B) - \$	(D-B) - %	(D-A) - %
Alameda	\$102.2	\$101.8	\$112.7	\$113.9	\$12.1	11.9%	11.4%
Contra Costa	\$55.9	\$58.5	\$56.9	\$56.1	-\$2.4	-4.1%	0.3%
Marin	\$17.7	\$16.5	\$14.4	\$14.5	-\$2.0	-12.0%	-17.9%
Napa	\$11.3	\$10.4	\$11.9	\$12.1	\$1.7	16.3%	7.3%
San Francisco	\$45.9	\$46.0	\$50.9	\$50.2	\$4.2	9.2%	9.4%
San Mateo	\$52.3	\$52.2	\$56.9	\$55.3	\$3.1	5.9%	5.7%
Santa Clara	\$139.5	\$140.6	\$144.4	\$144.3	\$3.7	2.6%	3.5%
Solano	\$25.5	\$25.5	\$27.8	\$26.2	\$.7	2.6%	2.6%
Sonoma	\$30.3	\$32.0	\$32.0	\$30.6	-\$1.5	-4.6%	0.9%
Total	\$480.6	\$483.5	\$508.0	\$503.1	\$19.6	4.1%	4.7%
AB 1107	\$103.6	\$100.0	\$104.0	\$109.0	\$9.0	9.0%	5.3%

Date: February 22, 2023
W.I.: 1511
Referred by: PAC
Revised: 7/26/23-C

ABSTRACT

MTC Resolution No. 4556, Revised

This resolution approves the FY 2023-24 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill (AB) 1107 sales tax, Low Carbon Transit Operations (LCTOP) cap-and-trade auction revenues, and transit-related bridge toll funds.

This resolution was revised on July 26, 2023 to reflect actual receipts for TDA and AB 1107 funds in FY 2022-23.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated February 8, 2023 and July 12, 2023.

Date: February 22, 2023
W.I.: 1511
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2023-24

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4556

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 Transportation Development Act (TDA), Public Utilities Code (PUC) Sections 99200 *et seq.*, provides that funds are made available from the Local Transportation Fund (LTF) for various transportation purposes; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2022-23 and FY 2023-24 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is required to determine and advise all prospective claimants, prior to March 1 each year, of all area apportionments from the LTF for the following fiscal year pursuant to 21 California Code of Regulations Section 6644; and

WHEREAS, all area apportionments of TDA funds for the 2023-24 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC has prepared a proposed distribution of operating/capital assistance funds, including TDA, State Transit Assistance (STA) pursuant to Public Utilities Code § 99310 *et seq.*, State of Good Repair (SGR) Program pursuant to Public Utilities Code § 99312.1, Low Carbon Transit Operations Program (LCTOP) pursuant to Health and Safety Code § 39719(b)(1)(B), the twenty-five percent (25%) of the one-half cent transaction and use tax collected pursuant to PUC Section 29142.2 (AB 1107), and estimates of certain toll bridge revenues (SHC §§ 30910 *et seq.*), in order to provide financial information to all prospective claimants to assist them in developing budgets in a timely manner; and

WHEREAS, the proposed distribution of such operating assistance funds is also shown in Attachment A; now, therefore, be it

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2023-24 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2023-24 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

RESOLVED, that Attachment A may be revised by the MTC Executive Director or his/her designee to reflect funds returned to the Local Transportation Fund and expired capital allocations or by approval of the MTC Programming and Allocations Committee, except that any significant changes shall be submitted to the full Commission for approval.

METROPOLITAN TRANSPORTATION COMMISSION



Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on February 22, 2023.

**FY 2023-24 FUND ESTIMATE
REGIONAL SUMMARY**

Attachment A
Res No. 4556
Page 1 of 20
7/26/2023

TDA REGIONAL SUMMARY TABLE

<i>Column</i>	A	B	C	D	E	F	G	H=Sum(A:G)
	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	FY2023-24	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance¹	Outstanding Commitments, Refunds, & Interest²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	50,903,461	(127,105,455)	101,774,961	12,128,838	(4,556,152)	113,845,387	(4,553,816)	142,437,224
Contra Costa	50,482,840	(73,703,850)	58,468,618	(2,393,511)	(2,243,004)	60,006,712	(2,400,269)	88,217,536
Marin	5,528,591	(19,490,014)	16,523,000	(1,977,084)	(581,837)	14,839,778	(593,591)	14,248,844
Napa	8,447,843	(16,167,112)	10,405,658	1,692,246	(483,916)	12,368,198	(494,728)	15,768,190
San Francisco	2,942,104	(46,180,381)	45,952,500	4,246,587	(2,007,963)	51,445,000	(2,057,800)	54,340,045
San Mateo	16,827,307	(58,850,489)	52,172,265	3,095,317	(2,210,703)	60,360,105	(2,414,405)	68,979,395
Santa Clara	17,521,693	(149,647,968)	140,649,000	3,668,131	(5,772,685)	145,007,000	(5,800,280)	145,624,890
Solano	45,394,948	(38,503,279)	25,527,409	653,905	(1,047,253)	27,790,758	(1,831,967)	57,984,520
Sonoma	32,053,379	(38,855,080)	32,025,000	(1,473,606)	(1,222,056)	33,200,000	(1,328,000)	54,399,638
TOTAL	\$230,102,168	(\$568,503,628)	\$483,498,410	\$19,640,824	(\$20,125,569)	\$518,862,938	(\$21,474,856)	\$642,000,282

STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, & SGR PROGRAM REGIONAL SUMMARY TABLE

<i>Column</i>	A	B	C	D	E=Sum(A:D)
	6/30/2022		FY2021-23	FY2022-23	FY2023-24
Fund Source	Balance (w/ interest)¹		Outstanding Commitments²	Revenue Estimate	Revenue Estimate
					Available for Allocation
State Transit Assistance					
Revenue-Based ³	39,983,143		(190,516,640)	256,881,538	356,892,392
Population-Based	84,822,112		(70,982,306)	93,145,482	197,832,903
SUBTOTAL	124,805,255		(261,498,946)	350,027,020	554,725,295
AB1107 - BART District Tax (25% Share)	0		(109,042,592)	109,042,592	104,000,000
Bridge Toll Total					
MTC 2% Toll Revenue	8,399,446		(7,169,269)	1,450,000	4,130,177
5% State General Fund Revenue	21,379,832		(15,621,645)	3,442,511	12,677,633
SUBTOTAL	29,779,278		(22,790,914)	4,892,511	16,807,810
Low Carbon Transit Operations Program	0		0	47,459,360	38,332,560
State of Good Repair Program					
Revenue-Based ³	4		(32,422,245)	32,422,155	33,656,118
Population-Based	24,080,508		(35,661,328)	11,756,303	12,379,255
SUBTOTAL	24,080,511		(68,083,573)	44,178,458	46,035,373
TOTAL	\$178,665,045		(\$461,416,025)	\$555,599,941	\$534,511,442

Please see Attachment A pages 2-20 for detailed information on each fund source.

1. Balance as of 6/30/22 is from the MTC FY2021-22 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations as of 6/30/23.

3. Estimates for the FY2023-24 STA Revenue-Based programs are based on February 2023 forecasts from the State Controller's Office (SCO). The SCO anticipates updating these estimates in August 2023 with forecasts based on latest available actual qualifying revenues. Accordingly, both the regional total and operator shares are subject to change.

**FY 2023-24 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY**

FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
FY2022-23 Generation Estimate Adjustment			FY2023-24 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 22)	101,774,961		13. County Auditor Estimate		113,845,387
2. Actual Revenue (Jul, 23)	113,903,799		FY2023-24 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		12,128,838	14. MTC Administration (0.5% of Line 13)	569,227	
FY2022-23 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	569,227	
4. MTC Administration (0.5% of Line 3)	60,644		16. MTC Planning (3.0% of Line 13)	3,415,362	
5. County Administration (Up to 0.5% of Line 3) ⁴	60,644		17. Total Charges (Lines 14+15+16)		4,553,816
6. MTC Planning (3.0% of Line 3)	363,865		18. TDA Generations Less Charges (Lines 13-17)		109,291,571
7. Total Charges (Lines 4+5+6)		485,153	FY2023-24 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		11,643,685	19. Article 3.0 (2.0% of Line 18)	2,185,831	
FY2022-23 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		107,105,740
9. Article 3 Adjustment (2.0% of line 8)	232,874		21. Article 4.5 (5.0% of Line 20)	5,355,287	
10. Funds Remaining (Lines 8-9)		11,410,811	22. TDA Article 4 (Lines 20-21)		101,750,453
11. Article 4.5 Adjustment (5.0% of Line 10)	570,541				
12. Article 4 Adjustment (Lines 10-11)		10,840,270			

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	6,355,031	37,304	6,392,335	(5,475,346)	0	1,954,079	232,874	3,103,941	2,185,831	5,289,772
Article 4.5	890,668	5,802	896,470	(5,362,684)	0	4,787,494	570,541	891,821	5,355,287	6,247,108
SUBTOTAL	7,245,699	43,106	7,288,805	(10,838,030)	0	6,741,573	803,415	3,995,762	7,541,118	11,536,880
Article 4										
AC Transit										
District 1	10,852,851	22,882	10,875,734	(67,976,124)	0	58,247,727	6,941,562	8,088,898	65,495,586	73,584,484
District 2	2,897,741	6,115	2,903,856	(18,280,448)	0	15,683,052	1,868,998	2,175,458	17,245,657	19,421,115
BART ³	20,010	175	20,185	(116,986)	0	97,096	11,571	11,866	142,186	154,052
LAVTA	19,648,651	94,518	19,743,169	(23,022,031)	0	12,938,264	1,541,893	11,201,296	14,669,457	25,870,753
Union City	10,238,509	76,904	10,315,413	(7,115,535)	0	3,996,250	476,246	7,672,373	4,197,568	11,869,941
SUBTOTAL	43,657,762	200,594	43,858,356	(116,511,124)	0	90,962,389	10,840,270	29,149,891	101,750,453	130,900,344
GRAND TOTAL	\$50,903,461	\$243,700	\$51,147,161	(\$127,349,154)	\$0	\$97,703,962	\$11,643,685	\$33,145,653	\$109,291,571	\$142,437,224

1. Balance as of 6/30/22 is from the MTC FY2021-22 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations as of 6/30/23.
3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.
4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2023-24 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY**

FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
FY2022-23 Generation Estimate Adjustment			FY2022-23 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 22)	58,468,618		13. County Auditor Estimate		60,006,712
2. Actual Revenue (Jul, 23)	56,075,107		FY2023-24 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(2,393,511)	14. MTC Administration (0.5% of Line 13)	300,034	
FY2022-23 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	300,034	
4. MTC Administration (0.5% of Line 3)	(11,968)		16. MTC Planning (3.0% of Line 13)	1,800,201	
5. County Administration (Up to 0.5% of Line 3) ⁴	(11,968)		17. Total Charges (Lines 14+15+16)		2,400,269
6. MTC Planning (3.0% of Line 3)	(71,805)		18. TDA Generations Less Charges (Lines 13-17)		57,606,443
7. Total Charges (Lines 4+5+6)		(95,741)	FY2023-24 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(2,297,770)	19. Article 3.0 (2.0% of Line 18)	1,152,129	
FY2022-23 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		56,454,314
9. Article 3 Adjustment (2.0% of line 8)	(45,955)		21. Article 4.5 (5.0% of Line 20)	2,822,716	
10. Funds Remaining (Lines 8-9)		(2,251,815)	22. TDA Article 4 (Lines 20-21)		53,631,598
11. Article 4.5 Adjustment (5.0% of Line 10)	(112,591)				
12. Article 4 Adjustment (Lines 10-11)		(2,139,224)			

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	2,148,275	10,358	2,158,634	(3,117,555)	0	1,122,597	(45,955)	117,720	1,152,129	1,269,849
Article 4.5	526,010	3,353	529,363	(3,167,136)	0	2,750,364	(112,591)	0	2,822,716	2,822,716
SUBTOTAL	2,674,285	13,711	2,687,996	(6,284,691)	0	3,872,961	(158,546)	117,720	3,974,845	4,092,565
Article 4										
AC Transit										
District 1	1,921,896	6,180	1,928,076	(10,538,425)	0	8,977,874	(367,524)	0	9,475,264	9,475,264
BART ³	78,437	502	78,939	(287,735)	0	217,708	(8,912)	0	226,131	226,131
CCCTA	33,543,146	110,319	33,653,464	(33,479,642)	4,441,190	24,521,140	(1,003,814)	28,132,338	24,796,860	52,929,198
ECCTA	7,159,661	30,657	7,190,318	(21,993,498)	0	15,435,040	(631,859)	0	15,962,167	15,962,167
WCCTA	5,105,416	21,068	5,126,484	(5,743,485)	0	3,105,151	(127,115)	2,361,035	3,171,176	5,532,211
SUBTOTAL	47,808,555	168,726	47,977,281	(72,042,786)	4,441,190	52,256,912	(2,139,224)	30,493,373	53,631,598	84,124,971
GRAND TOTAL	\$50,482,840	\$182,437	\$50,665,277	(\$78,327,477)	\$4,441,190	\$56,129,873	(\$2,297,770)	\$30,611,093	\$57,606,443	\$88,217,536

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations as of 6/30/23.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2023-24 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY**

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FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
FY2022-23 Generation Estimate Adjustment			FY2022-23 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 22)	16,523,000		13. County Auditor Estimate		14,839,778
2. Actual Revenue (Jul, 23)	14,545,916		FY2023-24 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(1,977,084)	14. MTC Administration (0.5% of Line 13)	74,199	
FY2022-23 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	74,199	
4. MTC Administration (0.5% of Line 3)	(9,885)		16. MTC Planning (3.0% of Line 13)	445,193	
5. County Administration (Up to 0.5% of Line 3) ⁴	(9,885)		17. Total Charges (Lines 14+15+16)		593,591
6. MTC Planning (3.0% of Line 3)	(59,313)		18. TDA Generations Less Charges (Lines 13-17)		14,246,187
7. Total Charges (Lines 4+5+6)		(79,083)	FY2023-24 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(1,898,001)	19. Article 3.0 (2.0% of Line 18)	284,924	
FY2022-23 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		13,961,263
9. Article 3 Adjustment (2.0% of line 8)	(37,960)		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		(1,860,041)	22. TDA Article 4 (Lines 20-21)		13,961,263
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		(1,860,041)			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	113,787	(471)	113,316	(389,942)	0	317,242	(37,960)	2,657	284,924	287,581
Article 4.5										
SUBTOTAL	113,787	(471)	113,316	(389,942)	0	317,242	(37,960)	2,657	284,924	287,581
Article 4/8										
GGBHTD	3,091,661	801	3,092,463	(8,202,366)	0	5,804,443	(694,539)	0	5,483,984	5,483,984
Marin Transit	2,323,143	32	2,323,175	(10,898,069)	0	9,740,395	(1,165,501)	0	8,477,279	8,477,279
SUBTOTAL	5,414,804	833	5,415,637	(19,100,435)	0	15,544,838	(1,860,041)	0	13,961,263	13,961,263
GRAND TOTAL	\$5,528,591	\$362	\$5,528,954	(\$19,490,377)	\$0	\$15,862,080	(\$1,898,001)	\$2,657	\$14,246,187	\$14,248,844

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations as of 6/30/23.

**FY 2023-24 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY**

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FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
FY2022-23 Generation Estimate Adjustment			FY2022-23 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 22)	10,405,658		13. County Auditor Estimate		12,368,198
2. Actual Revenue (Jul, 23)	12,097,904		FY2023-24 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		1,692,246	14. MTC Administration (0.5% of Line 13)	61,841	
FY2022-23 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	61,841	
4. MTC Administration (0.5% of Line 3)	8,461		16. MTC Planning (3.0% of Line 13)	371,046	
5. County Administration (Up to 0.5% of Line 3) ⁴	8,461		17. Total Charges (Lines 14+15+16)		494,728
6. MTC Planning (3.0% of Line 3)	50,767		18. TDA Generations Less Charges (Lines 13-17)		11,873,470
7. Total Charges (Lines 4+5+6)		67,689	FY2023-24 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		1,624,557	19. Article 3.0 (2.0% of Line 18)	237,469	
FY2022-23 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		11,636,001
9. Article 3 Adjustment (2.0% of line 8)	32,491		21. Article 4.5 (5.0% of Line 20)	581,800	
10. Funds Remaining (Lines 8-9)		1,592,066	22. TDA Article 4 (Lines 20-21)		11,054,201
11. Article 4.5 Adjustment (5.0% of Line 10)	79,603				
12. Article 4 Adjustment (Lines 10-11)		1,512,463			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	355,579	2,581	358,160	(458,454)	0	199,789	32,491	131,986	237,469	369,455
Article 4.5	293,827	1,481	295,307	(589,800)	0	489,482	79,603	274,592	581,800	856,392
SUBTOTAL	649,406	4,062	653,468	(1,048,254)	0	689,271	112,094	406,578	819,269	1,225,847
Article 4/8										
NVTA ³	7,798,438	69,422	7,867,859	(15,192,341)	0	9,300,161	1,512,463	3,488,142	11,054,201	14,542,343
SUBTOTAL	7,798,438	69,422	7,867,859	(15,192,341)	0	9,300,161	1,512,463	3,488,142	11,054,201	14,542,343
GRAND TOTAL	\$8,447,843	\$73,483	\$8,521,327	(\$16,240,595)	\$0	\$9,989,432	\$1,624,557	\$3,894,720	\$11,873,470	\$15,768,190

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations as of 6/30/23.

3. NVTA is authorized to claim 100% of the apportionment to Napa County.

**FY 2023-24 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY**

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FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
FY2022-23 Generation Estimate Adjustment			FY2022-23 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 22)	45,952,500		13. County Auditor Estimate		51,445,000
2. Actual Revenue (Jul, 23)	50,199,087		FY2023-24 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		4,246,587	14. MTC Administration (0.5% of Line 13)	257,225	
FY2022-23 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	257,225	
4. MTC Administration (0.5% of Line 3)	21,233		16. MTC Planning (3.0% of Line 13)	1,543,350	
5. County Administration (Up to 0.5% of Line 3) ⁴	21,233		17. Total Charges (Lines 14+15+16)		2,057,800
6. MTC Planning (3.0% of Line 3)	127,398		18. TDA Generations Less Charges (Lines 13-17)		49,387,200
7. Total Charges (Lines 4+5+6)		169,864	FY2023-24 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		4,076,723	19. Article 3.0 (2.0% of Line 18)	987,744	
FY2022-23 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		48,399,456
9. Article 3 Adjustment (2.0% of line 8)	81,534		21. Article 4.5 (5.0% of Line 20)	2,419,973	
10. Funds Remaining (Lines 8-9)		3,995,189	22. TDA Article 4 (Lines 20-21)		45,979,483
11. Article 4.5 Adjustment (5.0% of Line 10)	199,759				
12. Article 4 Adjustment (Lines 10-11)		3,795,430			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,684,867	3,086	1,687,954	(1,735,280)	0	882,288	81,534	916,496	987,744	1,904,240
Article 4.5	0	0	0	0	0	2,161,606	199,759	2,361,365	2,419,973	4,781,338
SUBTOTAL	1,684,867	3,086	1,687,954	(1,735,280)	0	3,043,894	281,293	3,277,861	3,407,717	6,685,578
Article 4										
SFMTA	1,257,237	41,158	1,298,395	(44,489,346)	0	41,070,505	3,795,430	1,674,984	45,979,483	47,654,467
SUBTOTAL	1,257,237	41,158	1,298,395	(44,489,346)	0	41,070,505	3,795,430	1,674,984	45,979,483	47,654,467
GRAND TOTAL	\$2,942,104	\$44,245	\$2,986,349	(\$46,224,626)	\$0	\$44,114,399	\$4,076,723	\$4,952,845	\$49,387,200	\$54,340,045

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations as of 6/30/23.

**FY 2023-24 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY**

FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
FY2022-23 Generation Estimate Adjustment			FY2022-23 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 22)	52,172,265		13. County Auditor Estimate		60,360,105
2. Actual Revenue (Jul, 23)	55,267,582		FY2023-24 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		3,095,317	14. MTC Administration (0.5% of Line 13)	301,801	
FY2022-23 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	301,801	
4. MTC Administration (0.5% of Line 3)	15,477		16. MTC Planning (3.0% of Line 13)	1,810,803	
5. County Administration (Up to 0.5% of Line 3) ⁴	15,477		17. Total Charges (Lines 14+15+16)		2,414,405
6. MTC Planning (3.0% of Line 3)	92,860		18. TDA Generations Less Charges (Lines 13-17)		57,945,700
7. Total Charges (Lines 4+5+6)		123,814	FY2023-24 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		2,971,503	19. Article 3.0 (2.0% of Line 18)	1,158,914	
FY2022-23 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		56,786,786
9. Article 3 Adjustment (2.0% of line 8)	59,430		21. Article 4.5 (5.0% of Line 20)	2,839,339	
10. Funds Remaining (Lines 8-9)		2,912,073	22. TDA Article 4 (Lines 20-21)		53,947,447
11. Article 4.5 Adjustment (5.0% of Line 10)	145,604				
12. Article 4 Adjustment (Lines 10-11)		2,766,469			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,510,154	59,045	3,569,199	(3,230,043)	0	1,001,707	59,430	1,400,293	1,158,914	2,559,207
Article 4.5	665,858	6,973	672,831	(2,790,948)	0	2,454,183	145,604	481,670	2,839,339	3,321,009
SUBTOTAL	4,176,013	66,018	4,242,031	(6,020,991)	0	3,455,890	205,034	1,881,963	3,998,253	5,880,216
Article 4										
SamTrans	12,651,294	132,486	12,783,780	(53,028,002)	0	46,629,485	2,766,469	9,151,732	53,947,447	63,099,179
SUBTOTAL	12,651,294	132,486	12,783,780	(53,028,002)	0	46,629,485	2,766,469	9,151,732	53,947,447	63,099,179
GRAND TOTAL	\$16,827,307	\$198,504	\$17,025,811	(\$59,048,993)	\$0	\$50,085,375	\$2,971,503	\$11,033,695	\$57,945,700	\$68,979,395

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations as of 6/30/23.

3. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2023-24 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY**

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FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
FY2022-23 Generation Estimate Adjustment			FY2022-23 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 22)	140,649,000		13. County Auditor Estimate		145,007,000
2. Actual Revenue (Jul, 23)	144,317,131		FY2023-24 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		3,668,131	14. MTC Administration (0.5% of Line 13)	725,035	
FY2022-23 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	725,035	
4. MTC Administration (0.5% of Line 3)	18,341		16. MTC Planning (3.0% of Line 13)	4,350,210	
5. County Administration (Up to 0.5% of Line 3) ⁴	18,341		17. Total Charges (Lines 14+15+16)		5,800,280
6. MTC Planning (3.0% of Line 3)	110,044		18. TDA Generations Less Charges (Lines 13-17)		139,206,720
7. Total Charges (Lines 4+5+6)		146,726	FY2023-24 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		3,521,405	19. Article 3.0 (2.0% of Line 18)	2,784,134	
FY2022-23 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		136,422,586
9. Article 3 Adjustment (2.0% of line 8)	70,428		21. Article 4.5 (5.0% of Line 20)	6,821,129	
10. Funds Remaining (Lines 8-9)		3,450,977	22. TDA Article 4 (Lines 20-21)		129,601,457
11. Article 4.5 Adjustment (5.0% of Line 10)	172,549				
12. Article 4 Adjustment (Lines 10-11)		3,278,428			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	8,216,162	31,704	8,247,866	(8,105,223)		2,700,461	70,428	2,913,532	2,784,134	5,697,666
Article 4.5	465,279	2,221	467,499	(7,080,945)	0	6,616,129	172,549	175,232	6,821,129	6,996,361
SUBTOTAL	8,681,441	33,924	8,715,365	(15,186,168)	0	9,316,590	242,977	3,088,764	9,605,263	12,694,027
Article 4										
VTA	8,840,252	42,195	8,882,447	(134,537,919)	0	125,706,450	3,278,428	3,329,406	129,601,457	132,930,863
SUBTOTAL	8,840,252	42,195	8,882,447	(134,537,919)	0	125,706,450	3,278,428	3,329,406	129,601,457	132,930,863
GRAND TOTAL	\$17,521,693	\$76,119	\$17,597,812	(\$149,724,087)	\$0	\$135,023,040	\$3,521,405	\$6,418,170	\$139,206,720	\$145,624,890

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations as of 6/30/23.

3. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2023-24 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
FY2022-23 Generation Estimate Adjustment			FY2022-23 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 22)	25,527,409		13. County Auditor Estimate		27,790,758
2. Actual Revenue (Jul, 23)	26,181,314		FY2023-24 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		653,905	14. MTC Administration (0.5% of Line 13)	138,954	
FY2022-23 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	138,954	
4. MTC Administration (0.5% of Line 3)	3,270		16. MTC Planning (3.0% of Line 13)	833,723	
5. County Administration (Up to 0.5% of Line 3) ⁴	3,270		17. Total Charges (Lines 14+15+16)		1,111,631
6. MTC Planning (3.0% of Line 3)	19,617		18. Solano Transportation Authority Planning (2.7% of Line 13-17) ⁴	720,336	
7. Total Charges (Lines 4+5+6)		26,157	19. TDA Generations Less Charges (Lines 13-17)		25,958,791
8. Adjusted Generations Less Charges (Lines 3-7)		627,748	FY2023-24 TDA Apportionment By Article		
FY2022-23 TDA Adjustment By Article			20. Article 3.0 (2.0% of Line 18)	519,176	
9. Article 3 Adjustment (2.0% of line 8)	12,555		21. Funds Remaining (Lines 18-19)		25,439,615
10. Funds Remaining (Lines 8-9)		615,193	22. Article 4.5 (5.0% of Line 20)	0	
11. Article 4.5 Adjustment (5.0% of Line 10)	0		23. TDA Article 4 (Lines 20-21)		25,439,615
12. Article 4 Adjustment (Lines 10-11)		615,193			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	959,819	4,381	964,200	(1,335,033)	0	490,126	12,555	131,848	519,176	651,024
Article 4.5										
SUBTOTAL	959,819	4,381	964,200	(1,335,033)	0	490,126	12,555	131,848	519,176	651,024
Article 4/8										
Dixon	1,749,663	4,870	1,754,533	(1,293,664)	0	1,106,100	28,334	1,595,303	1,085,464	2,680,767
Fairfield	8,555,797	30,289	8,586,086	(7,841,181)	0	6,462,613	165,545	7,373,062	6,819,888	14,192,950
Rio Vista	1,206,538	3,858	1,210,396	(129,905)	0	552,037	14,141	1,646,669	564,546	2,211,215
Solano County	2,985,017	10,252	2,995,269	(544,390)	0	1,005,770	25,764	3,482,412	1,043,031	4,525,443
Suisun City	1,217,370	3,694	1,221,064	(1,613,137)	0	1,581,740	40,517	1,230,184	1,643,640	2,873,824
Vacaville	15,278,251	52,703	15,330,954	(13,790,489)	0	5,369,273	137,538	7,047,275	5,759,622	12,806,897
Vallejo/Benicia	13,442,493	45,203	13,487,696	(12,110,729)	0	7,938,655	203,355	9,518,976	8,523,424	18,042,400
SUBTOTAL	44,435,129	150,869	44,585,998	(37,323,496)	0	24,016,187	615,193	31,893,881	25,439,615	57,333,496
GRAND TOTAL	\$45,394,948	\$155,250	\$45,550,198	(\$38,658,529)	\$0	\$24,506,313	\$627,748	\$32,025,729	\$25,958,791	\$57,984,520

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations as of 6/30/23.

3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

4. Beginning with FY24, the MTC Fund Estimate will directly program the 2.7% of TDA revenues to Solano Transportation Authority for planning purposes, as authorized by PUC 99233.12 of the Transportation Development Act statute.

**FY 2023-24 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY**

FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
FY2022-23 Generation Estimate Adjustment			FY2022-23 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 22)	32,025,000		13. County Auditor Estimate		33,200,000
2. Actual Revenue (Jul, 23)	30,551,394		FY2023-24 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(1,473,606)	14. MTC Administration (0.5% of Line 13)	166,000	
FY2022-23 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	166,000	
4. MTC Administration (0.5% of Line 3)	(7,368)		16. MTC Planning (3.0% of Line 13)	996,000	
5. County Administration (Up to 0.5% of Line 3) ⁴	(7,368)		17. Total Charges (Lines 14+15+16)		1,328,000
6. MTC Planning (3.0% of Line 3)	(44,208)		18. TDA Generations Less Charges (Lines 13-17)		31,872,000
7. Total Charges (Lines 4+5+6)		(58,944)	FY2023-24 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(1,414,662)	19. Article 3.0 (2.0% of Line 18)	637,440	
FY2022-23 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		31,234,560
9. Article 3 Adjustment (2.0% of line 8)	(28,293)		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		(1,386,369)	22. TDA Article 4 (Lines 20-21)		31,234,560
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		(1,386,369)			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	2,479,957	12,815	2,492,771	(2,015,362)	0	614,880	(28,293)	1,063,996	637,440	1,701,436
Article 4.5										
SUBTOTAL	2,479,957	12,815	2,492,771	(2,015,362)	0	614,880	(28,293)	1,063,996	637,440	1,701,436
Article 4/8										
GGBHTD ³	913,170	11,009	924,179	(8,069,948)	0	7,490,436	(344,667)	0	7,767,384	7,767,384
Petaluma	3,820,168	15,480	3,835,648	(3,216,004)	0	2,405,670	(110,695)	2,914,618	2,412,993	5,327,611
Santa Rosa	9,673,241	50,936	9,724,177	(8,780,495)	0	8,156,373	(375,309)	8,724,746	8,676,778	17,401,524
Sonoma County	15,166,844	48,707	15,215,551	(16,912,217)	0	12,076,641	(555,698)	9,824,278	12,377,405	22,201,683
SUBTOTAL	29,573,423	126,131	29,699,554	(36,978,663)	0	30,129,120	(1,386,369)	21,463,642	31,234,560	52,698,202
GRAND TOTAL	\$32,053,379	\$138,946	\$32,192,326	(\$38,994,026)	\$0	\$30,744,000	(\$1,414,662)	\$22,527,638	\$31,872,000	\$54,399,638

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations as of 6/30/23.

3. Apportionment to GGBHTD is based on the Sonoma County Transportation Authority's coordinated TDA claim.

4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2023-24 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

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FY2022-23 STA Revenue Estimate		FY2023-24 STA Revenue Estimate	
1. State Estimate (Aug, 22) ³	\$256,881,538	4. Projected Carryover (Jan, 23)	\$106,348,039
2. Actual Revenue (Aug, 23)		5. State Estimate (Jan, 23)	\$250,544,353
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$356,892,392

STA REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2022	FY2021-23	FY2022-23	6/30/2023	FY2023-24	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover ⁴	Revenue Estimate ⁵	Available For Allocation
ACCMA - Corresponding to ACE	17,531	0	374,951	392,482	365,701	758,183
Caltrain	4,201,874	(14,030,039)	12,175,901	2,347,736	11,875,526	14,223,262
CCCTA	447,230	(745,694)	1,067,479	769,015	1,041,145	1,810,160
City of Dixon	46,583	0	10,423	57,006	10,166	67,172
ECCTA	96,506	(468,628)	516,110	143,988	503,378	647,366
City of Fairfield	22,439	(132,200)	189,416	79,655	184,743	264,398
GGBHTD	473,888	(4,559,143)	11,683,293	7,598,038	11,395,069	18,993,107
LAVTA	99,518	(468,141)	512,045	143,422	499,413	642,835
Marin Transit	2,180,581	(1,500,000)	1,996,710	2,677,291	1,947,451	4,624,742
NVTA	27,061	(131,587)	144,962	40,436	141,385	181,821
City of Petaluma	13,441	0	62,197	75,638	60,663	136,301
City of Rio Vista	16,553	0	3,314	19,867	3,231	23,098
SamTrans	1,315,038	(10,636,477)	12,211,635	2,890,196	11,910,378	14,800,574
SMART	475,528	0	2,524,164	2,999,692	2,461,894	5,461,586
City of Santa Rosa	9,756	(218,570)	209,001	187	203,846	204,033
Solano County Transit	83,038	(404,070)	445,196	124,164	434,213	558,377
Sonoma County Transit	54,405	(264,313)	291,142	81,234	283,960	365,194
City of Union City	7,587	0	158,170	165,757	154,268	320,025
Vacaville City Coach	122,914	0	33,900	156,814	33,063	189,877
VTA	1,665,279	(38,676,007)	37,012,180	1,452	36,099,102	36,100,554
VTA - Corresponding to ACE	9,726	(226,045)	216,319	0	210,982	210,982
WCCTA	123,734	(518,809)	677,036	281,961	660,333	942,294
WETA	16,530,199	(5,289,400)	3,320,161	14,560,960	3,238,254	17,799,214
SUBTOTAL	28,040,411	(78,269,123)	85,835,705	35,606,991	83,718,164	119,325,155
AC Transit	6,083,987	(29,636,318)	32,652,511	9,100,180	31,846,985	40,947,165
BART	2,320,804	(3,384,218)	51,166,528	50,103,114	49,904,266	100,007,380
SFMTA	3,537,941	(79,226,981)	87,226,794	11,537,754	85,074,938	96,612,692
SUBTOTAL	11,942,732	(112,247,517)	171,045,833	70,741,048	166,826,189	237,567,237
GRAND TOTAL	\$39,983,143	(\$190,516,640)	\$256,881,538	\$106,348,039	\$250,544,353	\$356,892,392

- Balance as of 6/30/22 is from the MTC FY2021-22 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
- The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY 2022-23 allocations as of 1/31/23.
- FY 2022-23 STA revenue generation is based on revised estimates from the State Controller's Office in August 2022.
- Projected carryover as of 6/30/23 does not include interest accrued in FY2022-23.
- FY2023-24 STA revenue generation based on February 2023 State Controller's Office (SCO) forecast. SCO expects to update revenue forecasts in August 2023 with new estimates based on latest available actual qualifying revenue.

**FY 2023-24 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

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FY2022-23 STA Revenue Estimate		FY2023-24 STA Revenue Estimate	
1. State Estimate (Aug, 22) ³	\$93,145,482	4. Projected Carryover (Jan, 23)	\$106,985,289
2. Actual Revenue (Aug, 23)		5. State Estimate ⁴ (Jan, 23)	\$90,847,614
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$197,832,903

STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT

Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2022	FY2021-23	FY2022-23	6/30/2023	FY2023-24	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover ⁴	Revenue Estimate ⁵	Available For Allocation
County Block Grant⁶						
Alameda	558,769	(1,377,503)	5,360,109	4,541,375	11,241,461	15,782,836
Contra Costa	690,980	(8,454,249)	12,026,694	4,263,425	14,106,608	18,370,033
Marin	180,246	(1,512,985)	2,115,180	782,440	3,628,920	4,411,360
Napa	110,716	(1,179,757)	2,059,151	990,110	2,219,817	3,209,927
San Francisco	1,138,688	0	1,659,985	2,798,673	5,377,125	8,175,798
San Mateo	4,556,334	(1,846,597)	1,840,336	4,550,073	3,219,424	7,769,497
Santa Clara	435,911	(4,421,309)	3,985,763	365	8,961,581	8,961,946
Solano	11,766,524	(8,411,328)	6,234,285	9,589,481	6,678,552	16,268,033
Sonoma	1,003,477	(7,376,626)	8,247,973	1,874,824	8,159,842	10,034,666
SUBTOTAL	20,441,646	(34,580,354)	43,529,474	29,390,766	63,593,330	92,984,096
Regional Program	28,471,252	(33,401,952)	27,943,645	23,012,945	18,835,831	41,848,776
WestCat Feeder Bus Support					418,453	418,453
Means-Based Transit Fare Program	34,907,363	(3,000,000)	0	31,907,363	8,000,000	39,907,363
American Rescue Program Exchange	0	0	21,672,364	21,672,364	0	21,672,364
Transit Emergency Service Contingency Fund⁸	1,001,851	0	0	1,001,851	0	1,001,851
GRAND TOTAL	\$84,822,112	(\$70,982,306)	\$93,145,482	\$106,985,289	\$90,847,614	\$197,832,903

1. Balance as of 6/30/22 is from the MTC FY2021-22 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed. Balances from the Northern County/Small Operator and Regional Paratransit programs, previously established by MTC Resolution 3837, have been transferred to the appropriate County Block Grant program.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations as of 1/31/23.

3. FY 2022-23 STA revenue generation is based on revised estimates from the Governor's proposed budget in January 2022, and reflects the remaining balance after satisfying the American Rescue Plan exchange obligations

4. The projected carryover as of 6/30/2023 does not include interest accrued in FY 2022-23.

5. FY2023-24 STA revenue generation based on forecasts from the State Controller's Office from January 2023.

6. County Block Grant adopted through MTC Resolution 4321 in February 2018, and funded through a 70% share of STA Population-Based funds.

7. The County Block Grant program was suspended in FY23, per amendment to MTC Resolution 4321, Revised. Revenues in excess of the American Rescue Plan exchange obligation will be allocated directly to operators. These amounts are reflected in column D.

8. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

**FY 2023-24 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - AMERICAN RESCUE PLAN EXCHANGE (FY 2022-23)**

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Apportionment Jurisdictions ¹	FY2022-23 Aug. 2022 Estimate ²	ARP Exchange Amount ³	Estimated FY2022-23 Revenue to Operators
Alameda	\$11,525,799	\$6,165,689	\$5,360,109
AC Transit	\$6,942,565	\$4,807,453	\$2,135,112
BART	\$1,116,850	\$780,570	\$336,280
LAVTA	\$2,484,962	\$535,322	\$1,949,640
Union City	\$981,422	\$42,344	\$939,078
Contra Costa	\$14,463,415	\$2,436,722	\$12,026,694
County Connection	\$6,826,732	\$548,920	\$6,277,812
Tri Delta	\$4,353,488	\$178,426	\$4,175,062
WestCAT	\$1,099,220	\$270,627	\$828,593
AC Transit	\$2,082,732	\$1,367,989	\$714,743
BART	\$101,244	\$70,760	\$30,484
Marin	\$3,720,708	\$1,605,529	\$2,115,180
GGBHTD	\$1,361,916	\$1,361,916	\$0
Marin Transit	\$2,282,007	\$243,613	\$2,038,394
SMART	\$76,785	\$0	\$76,785
Napa	\$2,275,965	\$216,814	\$2,059,151
NVTA	\$2,275,965	\$216,814	\$2,059,151
San Francisco	\$5,513,132	\$3,853,147	\$1,659,985
SFMTA	\$5,513,132	\$3,853,147	\$1,659,985
San Mateo	\$3,300,855	\$1,460,519	\$1,840,336
SamTrans	\$3,300,855	\$1,460,519	\$1,840,336
Santa Clara	\$9,188,253	\$5,202,490	\$3,985,763
VTA	\$9,188,253	\$5,202,490	\$3,985,763
Solano	\$6,847,477	\$613,192	\$6,234,285
Solano County Operators	\$6,847,477	\$613,192	\$6,234,285
Sonoma	\$8,366,235	\$868,262	\$7,497,973
Sonoma County Operators	\$8,366,235	\$118,262	\$8,247,973
GRAND TOTAL	\$65,201,837	\$21,672,364	\$43,529,474

1. FY 2022-23 programming amounts for each county reflect each county's share of the STA County Block Grant program established in MTC Resolution 4321, Revised.

The County Block Grant program is suspended for FY2022-23, and will resume in FY 2023-24.

2. Programming amounts by operator reflect county transportation agency adopted frameworks for FY 23 in Alameda, Contra Costa, Napa, Santa Clara, Solano and Sonoma counties, a transit operator agreement in Marin County, and a direct apportionment of funds to the local transit operator in San Francisco and San Mateo counties.

3. American Rescue Plan (ARP) exchange amounts for each operator are shown in order to fulfill the funding exchange detailed in MTC Resolution 4481, Revised.

**FY 2023-24 FUND ESTIMATE
BRIDGE TOLLS¹**

BRIDGE TOLL APPORTIONMENT BY CATEGORY

<i>Column</i>	A	B	C	D=Sum(A:C)	E	F=D+E
	6/30/2022	FY2021-23	FY2022-23	6/30/2023	FY2023-24	Total
Fund Source	Balance²	Outstanding Commitments³	Programming Amount⁴	Projected Carryover	Programming Amount⁴	Available for Allocation
MTC 2% Toll Revenues						
Ferry Capital	7,741,314	(6,336,155)	1,000,000	2,405,159	1,000,000	3,405,159
Bay Trail	64,034	(514,034)	450,000	0	450,000	450,000
Studies	594,098	(319,080)	0	275,018	0	275,018
SUBTOTAL	8,399,446	(7,169,269)	1,450,000	2,680,177	1,450,000	4,130,177
5% State General Fund Revenues						
Ferry	21,031,555	(14,986,000)	3,155,142	9,200,697	3,186,694	12,387,391
Bay Trail	348,277	(635,645)	287,369	0	290,242	290,242
SUBTOTAL	21,379,832	(15,621,645)	3,442,511	9,200,697	3,476,936	12,677,633

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The MTC 2% Toll Revenues listed above, commencing in FY2010-11, are funded from this payment.

2. Balance as of 6/30/22 is from the MTC FY2021-22 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations and pending disencumbrances as of 1/31/23.

4. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for 2%, and 5% bridge toll revenues.

**FY 2023-24 FUND ESTIMATE
 AB1107 FUNDS
 AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX**

FY2022-23 AB1107 Revenue Estimate		FY2023-24 AB1107 Estimate	
1. Original MTC Estimate (Feb, 22)	\$100,000,000	4. Projected Carryover (Jun, 22)	\$0
2. Actual Revenue (Jul, 23)	\$109,042,592	5. MTC Estimate (Feb, 23)	\$104,000,000
3. Revenue Adjustment (Lines 2-1)	\$9,042,592	6. Total Funds Available (Lines 4+5)	\$104,000,000

AB1107 APPORTIONMENT BY OPERATOR

Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(54,521,296)	50,000,000	4,521,296	0	52,000,000	52,000,000
SFMTA	0	0	0	(54,521,296)	50,000,000	4,521,296	0	52,000,000	52,000,000
TOTAL	\$0	\$0	\$0	(\$109,042,592)	\$100,000,000	\$9,042,592	\$0	\$104,000,000	\$104,000,000

1. Balance as of 6/30/22 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations as of 6/30/23.

**FY 2023-24 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

Attachment A
Res No. 4556
Page 16 of 20
7/26/2023

ARTICLE 4.5 SUBAPPORTIONMENT		
Apportionment Jurisdictions	Alameda Article 4.5	Contra Costa Article 4.5
Total Available	\$6,247,108	\$2,822,716
AC Transit	\$5,501,037	\$853,589
LAVTA	\$302,579	
Pleasanton	\$53,403	
Union City	\$390,089	
CCCTA		\$1,167,447
ECCTA		\$615,634
WCCTA		\$186,045

IMPLEMENTATION OF OPERATOR AGREEMENTS

Apportionment of BART Funds to Implement Transit Coordination Program	
Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2023-24
CCCTA	\$640,531
LAVTA	\$604,912
ECCTA	\$2,532,085
WCCTA	\$2,209,036

Fund Source	Apportionment Jurisdictions	Claimant	Amount¹	Program
Total Available BART STA Revenue-Based Funds²			\$100,007,380	
STA Revenue-Based	BART	CCCTA ²	(640,531)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA ²	(450,860)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA ²	(2,532,085)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA ^{2,3}	(1,982,905)	BART Feeder Bus
Total Payment			(5,606,381)	
Remaining BART STA Revenue-Based Funds			\$94,400,999	
Total Available BART TDA Article 4 Funds²			\$380,183	
TDA Article 4	BART-Alameda	LAVTA	(154,052)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(226,131)	BART Feeder Bus
Total Payment			(380,183)	
Remaining BART TDA Article 4 Funds			\$0	
Total Available SamTrans STA Revenue-Based Funds			\$14,800,574	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$13,999,550	
Total Available Union City TDA Article 4 Funds			\$11,869,941	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$11,753,242	

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts, and may include carryover from previous years
2. Per an agreement between BART and East Bay bus operators, FY24 feeder bus payments will be reduced by \$397,946 for CCCTA, \$221,083 for LAVTA, \$844,028 for Tri-Delta, and and \$1,157,512 for WCCTA.
3. FY2022-23 marked the conclusion of the WestCat Feeder Bus Capital Payment agreement.

**FY 2023-24 FUND ESTIMATE
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814**

Attachment A
Res No. 4556
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7/26/2023

PROPOSITION 1B TRANSIT FUNDING PROGRAM -- POPULATION BASED SPILLOVER DISTRIBUTION

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-20	MTC Res-3833	MTC Res-3925	MTC Res-4509	FY2021-22
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	(STP/CMAQ, LCTOP, STA)	Remaining
Lifeline	10,000,000	16%	1,028,413	0	0	8,971,587		0
Small Operators / North Counties	3,000,000	5%	308,524	0	0	2,691,476		0
BART to Warm Springs	3,000,000	5%	308,524	0	0	0		0
eBART	3,000,000	5%	327,726	0	2,672,274	0		0
SamTrans ¹	43,000,000	69%	4,422,174	0	0	19,288,913	19,600,000	0
TOTAL	\$62,000,000	100%	\$6,395,361	\$0	\$0	\$30,951,976	\$19,600,000	\$0

1. On January 26, 2022, the MTC Commission adopted MTC Resolution No. 4509, which approved a funding commitment of \$19.6 million to SamTrans to satisfy the terms of the 2007 Caltrain Right of Way settlement agreement. On June 22, 2022, the MTC Commission revised MTC Resolution Nos. 4273, 4505, and 4520 to reprogramm a total of \$19.6 million in Low Carbon Transit Operations Program, One Bay Area Grant Program, and State Transit Assistance funds to SamTrans to fulfill the commitment.

2. With all remaining balances now satisfied, this page will be removed from future MTC Fund Estimates.

**FY 2023-24 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

FY2022-23 LCTOP Revenue Estimate¹		FY2023-24 LCTOP Revenue Estimate²	
1. Estimated Statewide Appropriation (Jan, 23)	\$130,000,000	5. Estimated Statewide Appropriation (Jan, 23)	\$105,000,000
2. MTC Region Revenue-Based Funding	\$34,829,978	6. Estimated MTC Region Revenue-Based Funding	\$28,131,905
3. MTC Region Population-Based Funding	\$12,629,382	7. Estimated MTC Region Population-Based Funding	\$10,200,655
4. Total MTC Region Funds	\$47,459,360	8. Estimated Total MTC Region Funds	\$38,332,560

1. The FY 2022-23 LCTOP revenue generation is based on the \$163 million revised estimate included in the FY 2023-24 Proposed State Budget.

2. The FY 2023-24 LCTOP revenue generation is based on the \$182 million estimated in the FY 2023-24 Proposed State Budget.

**FY 2023-24 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
REVENUE-BASED FUNDS**

Attachment A
Res No. 4450
Page 19 of 20
10/27/2021

FY2022-23 SGR Revenue-Based Revenue Estimate		FY2023-24 SGR Revenue-Based Revenue Estimate	
1. State Estimate (Aug, 22)	\$31,477,988	4. Projected Carryover (Jan, 23)	(\$89)
2. Actual Revenue (Aug, 23)		5. State Estimate (Jan, 23)	\$33,656,207
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$33,656,118

STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	A			B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2022	FY2021-23	FY2021-23	FY2021-23	FY2022-23	6/30/2022	FY2023-24	Total
Apportionment Jurisdictions	Balance (w/interest)	Actuals	Encumbrances	Outstanding Commitments	Revenue Estimate ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
ACCMA - Corresponding to ACE	0	(15,373)	(31,951)	(47,324)	47,324	0	49,125	49,125
Caltrain	0	(499,215)	(1,037,559)	(1,536,774)	1,536,774	0	1,595,267	1,595,267
CCCTA	0	(43,767)	(90,964)	(134,731)	134,731	0	139,859	139,859
City of Dixon	0	0	(1,316)	(1,316)	1,316	0	1,366	1,366
ECCTA	0	(21,161)	(43,980)	(65,141)	65,141	0	67,620	67,620
City of Fairfield	0	(7,766)	(16,141)	(23,907)	23,907	0	24,817	24,817
GGBHTD	0	(479,018)	(995,582)	(1,474,600)	1,474,600	0	1,530,726	1,530,726
LAVTA	0	(20,994)	(43,634)	(64,628)	64,628	0	67,087	67,087
Marin Transit	0	(81,866)	(170,148)	(252,014)	252,014	0	261,606	261,606
NVTA	0	(5,943)	(12,353)	(18,296)	18,296	0	18,993	18,993
City of Petaluma	0	(2,550)	(5,300)	(7,850)	7,850	0	8,149	8,149
City of Rio Vista	0	(136)	(282)	(418)	418	0	434	434
SamTrans	0	(500,680)	(1,040,604)	(1,541,284)	1,541,284	0	1,599,949	1,599,949
SMART	0	(103,491)	(215,095)	(318,586)	318,586	0	330,712	330,712
City of Santa Rosa	0	(8,569)	(17,810)	(26,379)	26,379	0	27,383	27,383
Solano County Transit	0	(18,253)	(37,937)	(56,190)	56,190	0	58,329	58,329
Sonoma County Transit	0	(11,937)	(24,809)	(36,746)	36,746	0	38,145	38,145
City of Union City	0	(6,485)	(13,478)	(19,963)	19,963	0	20,723	20,723
Vacaville City Coach	0	(1,390)	(2,889)	(4,279)	4,279	0	4,441	4,441
VTA	0	(1,517,510)	(3,153,961)	(4,671,471)	4,671,471	0	4,849,277	4,849,277
VTA - Corresponding to ACE	0	(8,869)	(18,434)	(27,303)	27,303	0	28,342	28,342
WCCTA	0	(27,759)	(57,783)	(85,542)	85,452	(90)	88,704	88,614
WETA	0	(136,128)	(282,924)	(419,052)	419,052	0	435,002	435,002
SUBTOTAL	3	(3,518,861)	(7,314,933)	(10,833,794)	10,833,704	(90)	11,246,056	11,245,966
AC Transit	0	(1,338,761)	(2,782,457)	(4,121,218)	4,121,218	0	4,278,080	4,278,080
BART	0	(2,097,840)	(4,360,114)	(6,457,954)	6,457,954	0	6,703,756	6,703,756
SFMTA	0	(3,576,326)	(7,432,953)	(11,009,279)	11,009,279	1	11,428,315	11,428,316
SUBTOTAL	1	(7,012,927)	(14,575,524)	(21,588,451)	21,588,451	1	22,410,151	22,410,152
GRAND TOTAL	\$4	(\$10,531,788)	(\$21,890,457)	(\$32,422,245)	\$32,422,155	(\$89)	\$33,656,207	\$33,656,118

1. FY2022-23 State of Good Repair Program revenue generation is based on August 2022 estimates from the State Controller's Office (SCO).

5. FY2023-24 State of Good Repair Program revenue generation based on February 2023 State Controller's Office (SCO) forecast. SCO will update revenue forecasts in August 2023 with new estimates based on latest available actual qualifying revenue.

**FY 2023-24 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
POPULATION-BASED FUNDS**

Attachment A
Res No. 4556
Page 20 of 20
7/26/2023

FY2022-23 SGR Population-Based Revenue Estimate		FY2023-24 SGR Population-Based Revenue Estimate	
1. State Estimate (Aug, 22)	\$11,756,303	4. Projected Carryover (Jan, 23)	\$175,483
2. Actual Revenue (Aug, 23)		5. State Estimate (Jan, 23)	\$12,203,772
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$12,379,255

SGR PROGRAM POPULATION-BASED APPORTIONMENT

Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2022	FY2021-23	FY2022-23	6/30/2022	FY2023-24	Total
Apportionment	Balance (w/interest)	Outstanding Commitments	Revenue Estimate ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
Clipper®/Clipper® 2.0 ³	24,080,508	(35,661,328)	11,756,303	175,483	12,203,772	12,379,255
GRAND TOTAL	\$24,080,508	(\$35,661,328)	\$11,756,303	\$175,483	\$12,203,772	\$12,379,255

1. FY2021-22 State of Good Repair Program revenue generation is based on August 2021 estimates from the State Controller's Office (SCO).

2. FY2022-23 State of Good Repair Program revenue generation is based on January 2022 estimates from the State Controller's Office (SCO).

3. State of Good Repair Program funds are shown here according to the policy in MTC Resolution 4321.

Date: June 28, 2023
W.I.: 1514
Referred by: PAC
Revised: 7/26/23-C

ABSTRACT

Resolution No. 4570, Revised

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).

Attachment A was revised on July 26, 2023 to allocate funds to City of Santa Rosa and Sonoma County Transit.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2023 and July 12, 2023.

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

Re: Allocation of Fiscal Year 2023-24 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4570

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2021-22 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2023-24 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2023-24 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located; and, be it further

RESOLVED, that all TDA allocations are subject to continued compliance with MTC Resolution No. 3866, Revised, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION



Alfredo Pedroza, Chair

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

Date: June 28, 2023
Referred by: PAC
Revised: 07/26/23-C

Attachment A
ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
DURING FISCAL YEAR 2023-24

All TDA allocations are subject to continued compliance with MTC Resolution 3866,
the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5801 - PUC 99233.7, 99275 Community Transit Service - Operations						
AC Transit	Paratransit Operations	5,450,068	01	06/28/23	AC Transit - Alameda	
CCCTA	Paratransit Operations	1,161,778	02	06/28/23	CCCTA	
VTA	Community Transit	7,001,645	03	06/28/23	Santa Clara County	
	Subtotal	13,613,491				
5802 - PUC 99260A Transit - Operations						
AC Transit	Transit Operations	9,371,107	04	06/28/23	AC Transit - Contra Costa D1	
AC Transit	Transit Operations	19,238,420	05	06/28/23	AC Transit - Alameda D2	
AC Transit	Transit Operations	72,905,948	06	06/28/23	AC Transit - Alameda D1	
CCCTA	Transit Operations	20,770,583	07	06/28/23	CCCTA	
LAVTA	Transit Operations	8,533,007	08	06/28/23	LAVTA	
NVTA	Transit Operations	4,116,200	09	06/28/23	NVTA	
VTA	Transit Operations	133,031,253	10	06/28/23	VTA	
Santa Rosa Sonoma County	Transit Operations	4,980,094	16	07/26/23	Santa Rosa	
Transit	Transit Operations	6,698,880	17	07/26/23	Sonoma County	
	Subtotal	279,645,492				
5803 - PUC 99260A Transit - Capital						
CCCTA	Transit Capital	7,633,286	11	06/28/23	CCCTA	
LAVTA	Transit Capital	3,000,000	12	06/28/23	LAVTA	
NVTA	Transit Capital	2,000,000	13	06/28/23	NVTA	
Santa Rosa Sonoma County	Transit Capital	2,500,000	18	07/26/23	Santa Rosa	
Transit	Transit Capital	2,177,318	19	07/26/23	Sonoma County	
	Subtotal	17,310,604				
5807 - PUC 99400C Transit - Operations						
NVTA	Transit Operations	1,022,200	14	06/28/23	NVTA	
Sonoma County	Transit Operations	2,498,322	20	07/26/23	Sonoma County	
	Subtotal	3,520,522				

5812 - PUC 99400D Planning and Administration - Operations

NVTA	Planning & Administration	3,035,500	15	06/28/23	NVTA
	Subtotal	3,035,500			

Total 317,125,609

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
Revised: 7/26/23-C

ABSTRACT

Resolution No. 4571, Revised

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.

Attachment A of this resolution was revised on July 26, 2023 to allocate funds to the City of Santa Rosa, and Sonoma County Transit (SCT).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2023 and July 12, 2023.

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

Re: Allocation of Fiscal Year 2023-24 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4571

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., provides that the State Controller shall, pursuant to Public Utilities Code Section 99310, allocate funds in the Public Transportation Account (“PTA”) to the MTC region to be subsequently allocated by MTC to eligible claimants in the region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6, MTC has created a State Transit Assistance (“STA”) fund which resides with the Alameda County Auditor for the deposit of PTA funds allocated to the MTC region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6(d), MTC may allocate funds to itself for projects to achieve regional transit coordination objectives; and

WHEREAS, pursuant to Public Utilities Code Sections 99314.5(a) and 99314.5(b), claimants eligible for Transportation Development Act Article 4 and Article 8 funds are eligible claimants for State Transit Assistance funds; and

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2024-24 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2023-24 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6754, MTC Resolution Nos. 4321 and 4433, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

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

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2023-24 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

RESOLVED, that, pursuant to 21 Cal. Code of Regs. §§ 6621 and 6753, a certified copy of this resolution, along with written allocation instructions for the disbursement of STA funds as allocated herein, shall be forwarded to the Alameda County Auditor; and, be it further

RESOLVED, that all STA allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan; and, be it further

RESOLVED, this resolution incorporates any revisions to the TDA, either by statute or regulation, made hereafter.

METROPOLITAN TRANSPORTATION COMMISSION



Alfredo Pedroza, Chair

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

Date: June 28, 2023
Referred by: PAC
Revised: 07/26/23-C

Attachment A
ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
DURING FISCAL YEAR 2023-24

All STA allocations are subject to continued compliance with MTC Resolution 3866, Revised,
the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5820 - CCR 6730A Operations - Population-based County Block Grant						
AC Transit	Transit Operations	9,243,780	01	06/28/23	AC Transit - Alameda	
AC Transit	Transit Operations	2,841,073	02	06/28/23	AC Transit - Contra Costa	
CCCTA	Transit Operations	6,658,319	03	06/28/23	County Connection	
LAVTA	Transit Operations	2,423,659	04	06/28/23	LAVTA	
VTA	Transit Operations	8,961,946	05	06/28/23	Santa Clara County	
Santa Rosa	Transit Operations	3,671,909	11	07/26/23	Santa Rosa CityBus	
Sonoma County	Transit Operations				Sonoma County	
Transit	Transit Operations	3,521,846	13	07/26/23	Transit	
		Subtotal				
		37,322,532				
5820 - CCR 6730A Operations - Population-based MTC Coordination						
MTC	Clipper Operations	7,700,000	06	06/28/23	MTC	
		Subtotal				
		7,700,000				
5820 - CCR 6730A Operations - Revenue-based						
AC Transit	Transit Operations	40,947,165	07	06/28/23	AC Transit	
CCCTA	Transit Operations	1,041,145	08	06/28/23	CCCTA	
VTA	Transit Operations	36,100,554	09	06/28/23	VTA	
		Subtotal				
		78,088,864				
5822 - CCR 6731C Paratransit - Operations - Population-based County Block Grant						
NVTA	Paratransit Operations	3,209,927	10	06/28/23	Napa County	
Sonoma County	Paratransit Operations				Sonoma County	
Transit	Paratransit Operations	1,173,949	12	07/26/23	Transit	
		Subtotal				
		4,383,876				
		Total				
		127,495,272				

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
Revised: 07/26/23-C

ABSTRACT

Resolution No. 4572, Revised

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).

Attachment A was revised on July 26, 2023 to allocate funds to Soltrans, the Transbay Joint Powers Authority, and the Water Emergency Transportation Authority.

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2023 and July 12, 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

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

Alfredo Pedroza, Chair

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

FY 2023-24 ALLOCATION OF REGIONAL MEASURE 2 FUNDS
FOR TRANSIT OPERATIONS AND PLANNING

1. Funding for each route is limited to the amount identified in the FY2023-24 RM2 Operating Program (MTC Resolution 4569).
2. Allocation amounts may be reduced in order to stay within the statutorily mandated RM2 operating program limit of 38% of annual revenue [SHC Section 30915(d)].
3. Payment of RM2 operating funds may be limited to no more than 1/12 of the allocated amount monthly.
4. Operating advances will be considered on a case-by-case basis.
5. RM2 performance requirements are suspended due to the continuing transit impacts resulting from the COVID-19

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number
MTC	Clipper	\$ 1,623,105	01	06/28/23	12
AC Transit	Express Bus Service	\$ 4,371,096	02	06/28/23	4
AC Transit	Dumbarton Bus	\$ 3,007,085	03	06/28/23	5
AC Transit	Owl Bus Service	\$ 1,214,095	04	06/28/23	7
AC Transit	Enhanced/Rapid Bus Service	\$ 2,434,658	05	06/28/23	9
TJPA ¹	Transbay Transit Center	\$ 2,434,658	06	07/26/23	13
WETA	Planning and Administration	\$ 2,434,658	07	07/26/23	11
WETA	Ferry Operations	\$ 12,416,754	08	07/26/23	6
SolTrans	Express Bus Service	\$ 2,149,916	09	07/26/23	3
		Total \$ 32,086,025			

Notes

1. The allocation of funds to TJPA shall be subject to the same conditions included in MTC Resolution 4572.

Date: July 26, 2023
W.I.: 1254
Referred By: PAC

ABSTRACT

Resolution No. 4574

This resolution approves the FY2023-24 allocation of bridge tolls to the Transbay Joint Powers Authority (TJPA) for operation and maintenance assistance of the Salesforce Transit Center, pursuant to California Streets and Highways Code 30914(b).

Additional discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated July 12, 2023.

Date: July 26, 2022
W.I.: 1254
Referred By: PAC

RE: Approval of allocation of bridge toll funds to Transbay Joint Powers Authority for the operation and maintenance of the Salesforce Transit Center

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4574

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, 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 30914(b), MTC shall allocate toll bridge revenues in an annual amount not to exceed three million dollars (\$3,000,000) plus a 3.5-percent annual increase beginning July 1, 2004, to the department or to the Transbay Joint Powers Authority after the department transfers the title of the Transbay Terminal Building to that entity, for operation and maintenance expenditures. This allocation shall be payable from funds transferred by the Bay Area Toll Authority; and

WHEREAS, the transfer of ownership of the Transbay Terminal Building from the state to the Transbay Joint Powers Authority occurred on August 6th, 2010; and

WHEREAS, the Salesforce Transit Center opened in 2018 now therefore be it

RESOLVED, that MTC approves the allocation and reimbursement of bridge toll funds in accordance with the amount, reimbursement schedule, and conditions set forth in Attachment A; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

Date: July 26, 2023
W.I.: 1254
Referred By: PAC

Attachment A
MTC Resolution No. 4574
Page 1 of 1

**ALLOCATION OF BRIDGE TOLLS
PURSUANT TO STREETS AND HIGHWAY CODE 30914(b)**

Project Title: **Operations and Maintenance of Salesforce Transit Center**
Sponsor: **Transbay Joint Powers Authority**

Allocation No.	Approval Date	Amount	Reimbursement Period
24457401	7/26/23	\$5,969,367.00	FY 2023-24

Conditions of Allocation:

1. Reimbursement shall be provided for eligible operating and maintenance expenditures at the Salesforce Transit Center.
2. If requested by MTC, details regarding any operating expenditures for the Transbay Terminal Facilities shall be provided by TJPA.
3. TJPA shall continue to incorporate regional wayfinding standards to the maximum extent feasible.
4. When implementing wayfinding in cases that regional wayfinding standards do not exist, such as digital kiosks and digital kiosk interfaces, TJPA shall work with MTC and transit operators to support development of a regional approach to the extent practicable.
5. Payment for operating expenses shall not be requested more than once monthly.
6. Progress reports on implementing the overall wayfinding program shall be provided with quarterly with invoices.
7. Maximum monthly reimbursement for operating expenses may be limited to no more than 1/12 of the amount allocated.

Date: July 26, 2023
W.I.: 1511
Referred by: PAC

ABSTRACT

Resolution No. 4588

This resolution adopts the project allocations for the Caltrans transit State of Good Repair Program for the San Francisco Bay Area for Fiscal Year (FY) 2023-24.

This resolution includes the following attachment:

Attachment A – FY 2023-24 State of Good Repair Program Public Utilities Code § 99314 and 99313 Project List

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated July 12, 2023.

Date: July 26, 2023
W.I.: 1511
Referred by: PAC

RE: Caltrans Transit State of Good Repair Program, FY 2023-24

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4588

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, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, establishes the State of Good Repair Program (SGR Program); and

WHEREAS, the SGR Program will provide approximately \$126 million annually to transit operators in California for eligible transit maintenance and capital projects; and

WHEREAS, Public Utilities Code § 99313 and 99314 provides for the allocation by the State Controller of SGR Program 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 based on each Bay Area operator's qualifying revenue, respectively; and

WHEREAS, the State Department of Transportation (Caltrans) is responsible for administering the SGR Program; and

WHEREAS, Caltrans has developed guidelines for the purpose of administering and distributing SGR Program funds to eligible project sponsors; and

WHEREAS, Caltrans' guidelines for the Fiscal Year 2023-24 SGR Program require Regional Transportation Planning Agencies (RTPAs) like MTC to approve and submit a regional project list for all Public Utilities Code § 99314 and 99313 funds to be allocated to operators in the Bay Area; and

WHEREAS, staff has prepared a SGR Program Public Utilities Code § 99314 and 99313 funding allocation request list, Attachment A, for submittal to Caltrans, said attachment attached hereto and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the Fiscal Year 2023-24 SGR Program Public Utilities Code § 99314 and 99313 funding allocation request list, attached hereto as Attachment A; and, be it further

RESOLVED, that MTC agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations, guidelines, for all SGR Program funded projects; and, be it further

RESOLVED, that MTC hereby authorizes the submittal of the SGR Program Public Utilities Code § 99314 and 99313 funding allocation request list, attached hereto as Attachment A; and, be it further

RESOLVED, that should the final Fiscal Year 2023-24 amount differ from the State Controller's Office estimate, any amount above or below the estimate will be allocated to the projects listed in Attachment A; and, be it further

RESOLVED, that the Executive Director is authorized to make minor changes to Attachment A to conform to sponsor requests, and Caltrans and State Controller's actions.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

Fiscal Year 2023-24 State of Good Repair Program Public Utilities Code § 99314 Project List			
Agency	Project Title	Amount	Notes
Alameda-Contra Costa Transit District (AC Transit)	50 40ft Diesel Buses	\$4,278,080	
ACE Train (Alameda County Apportionment)	Preventative Maintenance	\$49,125	
BART	Repair & Rehabilitation of Various BART Districtwide Systems	\$6,703,756	
Peninsula Corridor Joint Powers Board (Caltrain)	Caltrain FY24 State of Good Repair Improvements	\$1,595,267	
Central Contra Costa Transit Authority (County Connection)	Intelligent Transportation System Security Maintenance	\$139,859	
City of Fairfield (FAST)	Corporation Yard Transit Fleet Electrification Project	\$30,624	Includes apportionment to Dixon and Vacaville
Golden Gate Bridge Highway and Transportation District	San Francisco Ferry Terminal Berth Rehabilitation	\$1,380,726	
Golden Gate Bridge Highway and Transportation District	Larkspur Ferry Terminal Fuel System Rehabilitation	\$150,000	
Livermore-Amador Valley Transit Authority (Wheels)	Bus Replacement Purchase	\$67,087	
Marin County Transit District (Marin Transit)	Purchase Seven 35ft Hybrid Vehicles (LE)	\$261,606	
Napa County Transportation and Planning Agency	Vine Zero-Emission Bus Program	\$18,993	
City of Petaluma	Bus Repair and Rehabilitation	\$8,149	
San Mateo County Transit District (SamTrans)	Replacement of (135) 2009 Gillig Buses	\$1,599,949	
City of Santa Rosa (Santa Rosa City Bus)	Fixed Route Fleet Preventative Maintenance	\$27,383	

Agency	Project Title	Amount	Notes
City of San Francisco (SFMTA)	SFMTA Facilities SGR Project FY23-24	\$5,714,158	
City of San Francisco (SFMTA)	SFMTA Fixed Guideway SGR Project FY23-24	\$5,714,157	
Sonoma-Marín Area Rail Transit District (SMART)	SMART Capital Spare Parts	\$330,712	
Solano County Transit (SolTrans)	DPIM Gate Reader for Gillig Hybrids	\$58,763	Includes apportionment to Rio Vista (\$434)
County of Sonoma (Sonoma County Transit)	Fixed-Route Vehicle Replacements	\$38,145	
Eastern Contra Costa Transit Authority (TriDelta Transit)	ECCTA HVAC Upgrade	\$52,620	
Eastern Contra Costa Transit Authority (TriDelta Transit)	ECCTA Cash Fares Vault Repairs	\$15,000	
City of Union City (Union City Transit)	Bus Fleet Upgrades	\$20,723	
Santa Clara Valley Transportation Authority (VTA)	Cerone Operations Control Center (OCC)	\$4,877,619	Includes apportionment for VTA- Corresponding to ACE
Western Contra Costa Transit Authority (WestCAT)	Local match for purchase of replacement revenue vehicles.	\$88,704	
San Francisco Bay Area Water Emergency Transportation Authority (WETA)	Water Jet Equipment	\$435,002	
TOTAL		\$33,656,207	

Fiscal Year 2023-24 State of Good Repair Program Public Utilities Code § 99313 Project List			
Agency	Project Title	Amount	Notes
Metropolitan Transportation Commission (MTC)	Clipper®/Clipper® 2	\$12,203,772	
TOTAL		\$12,203,772	



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0923 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 6/8/2023 **In control:** Programming and Allocations Committee

On agenda: 7/12/2023 **Final action:**

Title: MTC Resolution Nos. 4584, Revised, and 4596-4602. Allocation of \$379 million in Regional Measure 3 (RM3) capital funds to ACTC, SMCTA, STA, and VTA

Recommended allocation of a total \$379 million in RM3 capital funds to Alameda County Transportation Commission (Bay Area Corridor Express Lanes: I-680 Southbound Express Lane from State Route (SR) 84 to Alcosta Blvd.; Goods Movement and Mitigation: 7th Street Grade Separation East; Interstate 680/ Interstate 880/ Route 262 Freeway Connector; Interstate 680/ State Route 84 Interchange Reconstruction Project), San Mateo County Transportation Authority (Highway 101/ State Route 92 Interchange: 101/92 Direct Connector Project), Solano Transportation Authority (North Bay Transit Access Improvements: Solano Rail Hub; State Route 37 Improvements: State Route 37 and Fairgrounds Drive Interchange), and Santa Clara Valley Transportation Authority (Eastridge to BART Regional Connector).

Sponsors:

Indexes:

Code sections:

Attachments: [3b 23-0923 MTC Resolutions 4584 4596-4602 RM3 Allocations.pdf](#)
[3b 23-0923 Attachment C Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4584, Revised, and 4596-4602. Allocation of \$379 million in Regional Measure 3 (RM3) capital funds to ACTC, SMCTA, STA, and VTA

Recommended allocation of a total \$379 million in RM3 capital funds to Alameda County Transportation Commission (Bay Area Corridor Express Lanes: I-680 Southbound Express Lane from State Route (SR) 84 to Alcosta Blvd.; Goods Movement and Mitigation: 7th Street Grade Separation East; Interstate 680/ Interstate 880/ Route 262 Freeway Connector; Interstate 680/ State Route 84 Interchange Reconstruction Project), San Mateo County Transportation Authority (Highway 101/ State Route 92 Interchange: 101/92 Direct Connector Project), Solano Transportation Authority (North Bay Transit Access Improvements: Solano Rail Hub; State Route 37 Improvements: State Route 37 and Fairgrounds Drive Interchange), and Santa Clara Valley Transportation Authority (Eastridge to BART Regional Connector).

Presenter:

Craig Bosman

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 12, 2023

Agenda Item 3b - 23-0923

MTC Resolution Nos. 4584, Revised, and 4596-4602: Allocation of \$379 million in Regional Measure 3 (RM3) capital funds to ACTC, SMCTA, STA, and VTA

Subject:

Recommended allocation of a total \$379 million in RM3 capital funds to Alameda County Transportation Commission (Bay Area Corridor Express Lanes: I-680 Southbound Express Lane from State Route (SR) 84 to Alcosta Blvd.; Goods Movement and Mitigation: 7th Street Grade Separation East; Interstate 680/ Interstate 880/ Route 262 Freeway Connector; Interstate 680/ State Route 84 Interchange Reconstruction Project), San Mateo County Transportation Authority (Highway 101/ State Route 92 Interchange: 101/92 Direct Connector Project), Solano Transportation Authority (North Bay Transit Access Improvements: Solano Rail Hub; State Route 37 Improvements: State Route 37 and Fairgrounds Drive Interchange), and Santa Clara Valley Transportation Authority (Eastridge to BART Regional Connector).

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.

MTC Resolution No. 4404, Revised, establishes policies and procedures to guide the delivery of capital projects funded by RM3. The overall RM3 capital expenditure program in statute is listed in Attachment A, including Commission-programmed subprojects, Letters of No Prejudice (LONPs), and allocations.

Litigation challenging RM3 was resolved in January 2023. BATA subsequently released the toll funds held in escrow and terminated the escrow agreement in March 2023. Prior to the release of funds from escrow, MTC approved LONPs for 21 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, the Commission directed staff to begin collecting RM3 allocation requests, starting with projects that have LONPs and have begun expending funds. Initial allocations were made in June 2023.

Also in June, Programming and Allocation Committee members requested additional detail on RM3 project types and status. In response, staff has provided information on the modal distribution of the RM3 projects in the presentation attached to this item and has also provided a new “project tracker” in Attachment A, that provides information on all statutory projects, including RM3 funding amounts, allocations to-date, which projects have been issued Letters of No Prejudice, and corresponding MTC Resolution numbers. Commissioners also requested a “look ahead” of future RM3 allocations and expenditure needs to better understand the impact on BATA financing plans and on the availability of funds. Staff have been analyzing project sponsor submitted Initial Project Reports (IPRs) to understand project cash flow needs and are evaluating the best way to share this information given that project plans are often evolving especially for those projects in earlier stages of development. Staff will work to share a summary of this information with Committee members in the Fall.

July RM3 Allocation Recommendations

Staff recommend approval of \$379 million in RM3 allocations to eight projects. Five of these projects have received LONPs and are recommended to receive allocations totaling their LONP amounts. An additional three projects have not received LONPs and are recommended for allocation. The table below, sorted by RM3 project number, shows the recommended projects for allocation this month; summaries of each request are included in Attachment B, and further detail is found in each allocating resolution.

Project Sponsor	RM3 Proj. # / MTC Res. No.	Project Title	LONP Amount (\$millions)	Allocation Request Amount (\$millions)
ACTC	#2.3 4597	I-680 Southbound Express Lane from SR-84 to Alcosta Blvd.	\$80	\$80
ACTC	#3.1 4598	7 th Street Grade Separation East	\$55	\$55

VTA	#15 4596	Eastridge to BART Regional Connector	-	\$130
SMCTA	#18.2 4599	Highway 101/State Route 92 Interchange Direct Connector Project	\$2	\$2
STA	#23.1 4602	SR 37 and Fairgrounds Drive Interchange	-	\$15
STA	#26.2 4584	North Bay Transit Access Improvements: Solano Rail Hub	-	\$2
ACTC	#29 4601	SR-262 (Mission Blvd.) Cross Connector	\$10	\$10
ACTC	#30 4600	I-680/SR-84 Interchange Reconstruction Project	\$85	\$85
Total			\$232	\$379

Issues:


None identified.

Recommendations:

Refer MTC Resolution Nos. 4584, Revised, and 4596-4602 to the Commission for approval.

Attachments:

- Attachment A: RM3 Capital Expenditure Plan Tracker
- Attachment B: RM3 Allocation Project Summaries
- Attachment C: Presentation
- MTC Resolution Nos. 4584, Revised, and 4596 through 4602



Andrew B. Fremier

Regional Measure 3 Capital Expenditure Plan (with Current-Month Proposed Allocations in Bold)

Project No.	Project Title ^{1,2}	Funding Amount (\$M)	Project Sponsor/ Implementing Agency ^{1,2}	LONP Issued ³ (\$M)	Allocated Amount ⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date ⁴
1	BART Expansion Cars	\$ 500	BART				
2	Bay Area Corridor Express Lanes	\$ 300	MTC				
2.1	<i>I-80 Express Lanes in Solano County</i>		STA	\$ 70.4	\$ 70.4	4591	6/26/2023
2.2	<i>I-80 Express Lanes in Solano County (Toll System)</i>	\$ 85	BAIFA	\$ 31.3	\$ 14.6	4592	6/26/2023
2.3	<i>I-80 Southbound Express Lanes in Alameda County</i>	\$ 80	ACTC	\$ 80.0	\$ 80.0	4597	7/26/2023
2.4	<i>US 101 Express Lanes: I-380 to Santa Clara County Line</i>	\$ 75	SMCTA				
2.X	<i>Reserve</i>	\$ 60	ACTC				
3	Goods Movement and Mitigation	\$ 160	MTC/ACTC				
3.1	<i>GoPort 7th St Grade Separation East</i>	\$ 55	ACTC	\$ 55.0	\$ 55.0	4598	7/26/2023
3.2	<i>Railroad Safety Enhancement Program</i>	\$ 25	ACTC				
3.3	<i>Neighborhood and Railroad Safety Improvements Near the Port of Oakland</i>	\$ 55	City of Oakland				
3.X	<i>Remaining GoPort projects</i>	\$ 25					
4	San Francisco Bay Trail / Safe Routes to Transit	\$ 150	MTC				
5	Ferry Enhancement Program	\$ 300	WETA				
5.1	<i>Mission Bay Ferry Landing</i>	\$ 25	WETA	\$ 25.0			
6	BART to San Jose Phase 2	\$ 375	VTA				
7	Sonoma-Marin Area Rail Transit (SMART)	\$ 40	SMART	\$ 5.0			
8	Capitol Corridor	\$ 90	CCJPA				
9	Caltrain Downtown Extension	\$ 325	MTC/tbd				
10	Muni Fleet Expansion & Facilities	\$ 140	SFMTA				
11	Core Capacity Transit Improvements	\$ 140	MTC/ACTC/AC Transit				
12	AC Transit Rapid Bus Corridor Improvements	\$ 100	AC Transit/ACTC				
13	Transbay Rail Crossing	\$ 50	BART				
14	Tri-Valley Transit Access Improvements	\$ 100	MTC /tbd				
15	<i>Eastridge to BART Regional Connector</i>	\$ 130	VTA		\$ 130.0	4596	7/26/2023
16	San Jose Diridon Station	\$ 100	VTA	\$ 30.0			

Regional Measure 3 Capital Expenditure Plan (with Current-Month Proposed Allocations in Bold)

Project No.	Project Title ^{1,2}	Funding Amount (\$M)	Project Sponsor/ Implementing Agency ^{1,2}	LONP Issued ³ (\$M)	Allocated Amount ⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date ⁴
17	Dumbarton Corridor Improvements	\$ 130	BATA/ACTC/ SMCTD/SMCTA				
18	Highway 101/ State Route 92 Interchange	\$ 50	C/CAG/ SMCTA				
18.1	<i>101/92 Area Improvements Project</i>		SMCTA	\$ 0.025			
18.2	101/92 Direct Connector Project		SMCTA	\$ 2.0	\$ 2.0	4599	7/26/2023
19	Contra Costa I-680/SR-4 Interchange Improvements	\$ 210	CCTA				
19.1	I-680/SR-4 Interchange Improvement Phase 1 and 2A	\$ 8	CCTA	\$ 8.0	\$ 13.0	4586	6/26/2023
20	Highway 101-Marin/Sonoma Narrows	\$ 120	TAM/SCTA				
20.1	<i>Marin Segment</i>	\$ 88	TAM	\$ 88.0	\$ 88.0	4593	6/26/2023
21	Solano County I-80/I-680/SR-12 Interchange Project	\$ 150	STA	\$ 18.6	\$ 1.9	4594	6/26/2023
22	Interstate 80 Westbound Truck Scales	\$ 105	STA	\$ 5.3	\$ 30.7	4595	6/26/2023
23	State Route 37 Improvements	\$ 100	TAM/NVTA/STA/SCTA				
23.1	SR 37 and Fairgrounds Drive Interchange	\$ 15	STA		\$ 15.0	4602	7/26/2023
23.2	<i>Interim Segment B - PAED & PS&E</i>	\$ 20	SCTA				
23.3	<i>Hwy 37/121 Improvements - PAED</i>	\$ 4	SCTA				
23.4	<i>Segments A1 & A2 Levee Study</i>	3	TAM				
23.5	<i>Segment A & B Improvements</i>	\$ 58	SCTA/TAM				
24	San Rafael Transit Center	\$ 30	GGBHTD				
25	Richmond-San Rafael Bridge Access Improvements	\$ 210	BATA/CCTA/TAM				
25.1	<i>US-101/I-580 Direct Connector</i>	\$ 135	TAM	\$ 5.6			
25.X	<i>Projects in Contra Costa County</i>	\$ 75	BATA/CCTA				
26	North Bay Transit Improvements	\$ 100	MTC				
26.1	<i>Vine Transit Maintenance Facility</i>	\$ 20	NVTA	\$ 20.0	\$ 20.0	4584	6/26/2023
26.2	Solano Rail Hub	\$ 2	STA		\$ 2.0	4584	7/26/2023
26.X	<i>Solano Projects TBD</i>	\$ 18	STA				
26.X	<i>Contra Costa Projects TBD</i>	\$ 20	CCTA				
26.X	<i>Sonoma Projects TBD</i>	\$ 20	SCTA				
26.X	<i>Marin Projects TBD</i>	\$ 20	TAM				

Regional Measure 3 Capital Expenditure Plan (with Current-Month Proposed Allocations in Bold)

Project No.	Project Title ^{1,2}	Funding Amount (\$M)	Project Sponsor/ Implementing Agency ^{1,2}	LONP Issued ³ (\$M)	Allocated Amount ⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date ⁴
27	State Route 29	\$ 20	NVTA	\$ 20.0	\$ 20.0	4583	6/26/2023
28	Next-Generation Clipper Transit Fare Payment System	\$ 50	MTC	\$ 30.0			
29	I-680/I-880/Route 262 Freeway Connector	\$ 15	ACTC	\$ 10.0	\$ 10.0	4601	7/26/2023
30	I-680/SR 84 Interchange Reconstruction Project	\$ 85	ACTC	\$ 85.0	\$ 85.0	4600	7/26/2023
31	I-80 Transit Improvements	\$ 25	CCTA				
32	Byron Highway Vasco Road Airport Connector	\$ 10	CCTA				
33	Vasco Road Safety Improvements	\$ 15	CCTA				
34	East Contra Costa County Transit Intermodal Center	\$ 15	CCTA				
<i>34.1</i>	<i>Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4</i>	<i>\$ 13</i>	<i>CCTA</i>	<i>\$ 13.0</i>	<i>\$ 13.0</i>	<i>4585</i>	<i>6/26/2023</i>
35	I-680 Transit Improvements	\$ 10	CCTA				
Total		\$ 4,450		\$ 602.1	\$ 650.6		

Notes

- 1 For full legislated project description and project sponsor language, please refer to California Streets and Highways Code Section 30914.7, https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=SHC§ionNum=30914.7.
- 2 Sub-projects are indicated with shading. Sub-project designation has been made under MTC Res. No. 4411 for MTC/BATA/BAIFA sponsored programmatic categories, and/or under MTC Res. No. 4412 for LONPs, and/or in allocating resolutions. Project 23 subprojects are as agreed upon by SR 37 Policy Committee, which includes representatives from the four project sponsor county transportation authorities.
- 3 LONPs have been issued under MTC Res. No. 4412
- 4 Inclusive of current month requests, which are indicated in **bold font**.

July 2023 Recommended RM3 Allocations – Project Summaries

ACTC – I-680 Southbound Express Lane from SR-84 to Alcosta Blvd. (\$80 million)

Regional Measure 3 (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 \$80 million in RM3 Express Lanes funds to the I-680 Southbound Express Lane from State Route (SR) 84 to Alcosta Blvd. project in Alameda County, sponsored by the Alameda County Transportation Commission (ACTC). Later that year, the California Transportation Commission (CTC) awarded \$25 million in Senate Bill 1 funds for the project. MTC approved an \$80 million Letter of No Prejudice (LONP) for the project in 2021. To keep the project on track in the absence of RM3 funds, the Bay Area Toll Authority (BATA) programmed \$10 million in Senate Bill 1 Local Partnership Program Formula funds and MTC advanced state Regional Transportation Improvement Program (RTIP) funding to be repaid from future county shares.

The project will extend southbound express lanes 9 miles from SR-84 to Alcosta Boulevard in Alameda County. The project scope also includes pavement widening and reconstruction to accommodate the addition of the express lane, as well as supporting infrastructure such as center median barrier, retaining and sound walls, and toll equipment. The project is currently under construction and expected to be complete in late 2025.

ACTC – 7th Street Grade Separation East (\$55 million)

RM3 Project 3, Goods Movement and Mitigation, is one of six RM3 programmatic categories subject to further programming by MTC. RM3 provides a total of \$160 million to complete the Goods Movement and Mitigation project. In 2020, MTC programmed \$80 million in RM3 Goods Movement and Mitigation funds to the 7th Street Grade Separation East project in Alameda County, sponsored by ACTC. To keep the project on track and to retain the \$175 million in Senate Bill 1 Trade Corridor Enhancement Program Funds in the absence of RM3 funds, MTC approved a \$55 million LONP for the project in 2020.

The project will realign and reconstruct 7th Street between west of Interstate-880 to the east and Maritime Street to the west in Alameda County. The project is currently under construction and expected to be complete in late 2026.

VTA – Eastridge to BART Regional Connector (\$130 million)

Santa Clara Valley Transportation Authority (VTA) is requesting the full RM3 amount for construction on the Eastridge to BART Regional Connector, which will extend VTA light rail from Alum Rock station to the Eastridge Transit Center. This 2.4-mile extension will operate on an aerial guideway along the median alignment of Capitol Expressway, with two new stations at Story Road and Eastridge Transit Center. As discussed in its June 1, 2023 Initial Project Report and allocation request Board approval, VTA intends to advertise the construction contract for this project in August 2023, award a contract in December 2023, and complete construction in late 2028. The construction phase is estimated to cost \$455.5 million and is funded through county and state sources in addition to RM3.

SMCTA – Highway 101/State Route 92 Interchange Direct Connector Project (\$2 million)

The San Mateo County Transportation Authority (SMCTA) is the project sponsor for RM3 Project 18, Highway 101/ State Route 92 Interchange. RM3 provides \$50 million in toll funds for improvements to Highway 101/ State Route 92 Interchange, which includes \$24 million in toll funds for project 18.1 Highway 101/ State Route 92 Interchange - 101/92 Direct Connector Project. The 101/92 Direct Connector Project will provide direct connector ramps at the US 101 and SR 92 Interchange. In March 2022, MTC approved a \$2 million LONP for the environmental phase of the project. The environmental work is underway and on track for completion in August 2023. SMCTA has submitted an allocation request for \$2 million in environmental funds consistent with the LONP.

STA – SR 37 and Fairgrounds Drive Interchange (\$15 million)

RM3 Project 23, State Route (SR) 37 Improvements, provides a total of \$100 million to complete projects in Marin, Napa, Solano, and Sonoma Counties. The Solano Transportation Authority (STA) is the project sponsor for RM3 Project 23.1, SR 37 and Fairgrounds Drive Interchange and is requesting \$15 million in RM3 funds for the construction phase of the project. The SR 37 and Fairgrounds Drive Interchange project will provide roadway and intersection improvements along portions of Fairgrounds Drive, as well as a new diverging diamond interchange design at SR 37 and Fairgrounds Drive. The right-of-way work is underway and on track for completion in 2023. The construction phase is estimated to cost \$27.6 million and is funded through local, county, and state sources in addition to RM3.

STA – North Bay Transit Access Improvements: Solano Rail Hub (\$2 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.

Per its Initial Project Report, STA intends to request an eventual total of \$10 million toward the Solano Rail Hub project, and is currently requesting \$2 million toward the environmental phase, with Amtrak as a funding partner through its ADA Stations Program. The project's goal is to improve access to the Suisun-Fairfield Amtrak/Capitol Corridor station and reestablish a viable and accessible pedestrian and bicycle connection between downtown Fairfield and downtown Suisun City. The environmental phase will begin this year and is expected to last two years.

ACTC – SR-262 (Mission Blvd.) Cross Connector (\$10 million)

ACTC is the project sponsor for RM3 Project 29, I-680/I-880/Route 262 Freeway Connector. RM3 provides \$15 million in toll funds for improvements to I-680/I-880/Route 262 Freeway Connector, which will assess a grade separation for SR-262 from Mohave Drive and Warm Springs Boulevard in Fremont. In April 2021, MTC approved a \$10 million LONP for the environmental phase of the I-680/I-880/Route 262 Freeway Connector Project. ACTC initiated the environmental phase of the project and is on track for completion in April 2025. ACTC has submitted an allocation request for \$10 million in environmental funds consistent with the LONP.

ACTC – I-680/SR-4 Interchange Reconstruction Project (\$85 million)

ACTC is the project sponsor for RM3 Project 30, I-680/SR 84 Interchange Reconstruction Project. RM3 provides \$85 million in toll funds for improvements to the I-680/SR 84

Interchange Reconstruction Project, which will modify I-680/SR 84 interchange ramps, provide auxiliary lanes along I-680, and modernize I-680 and SR 84 at, and in the vicinity of, the interchange with new/rehabilitated roadways and capacity improvements that will achieve long-term state of good repair and transportation efficiency to accommodate the movement of freight. In May 2020, MTC approved a \$85 million LONP for the construction phase of the I-680/SR 84 Interchange Reconstruction Project. The project is currently under construction and expected to be complete in early 2025. ACTC has submitted an allocation request for \$85 million in construction funds consistent with the LONP.

Regional Measure 3 July 2023 Capital Allocations

Programming and Allocations Committee

July 12, 2023

Craig Bosman

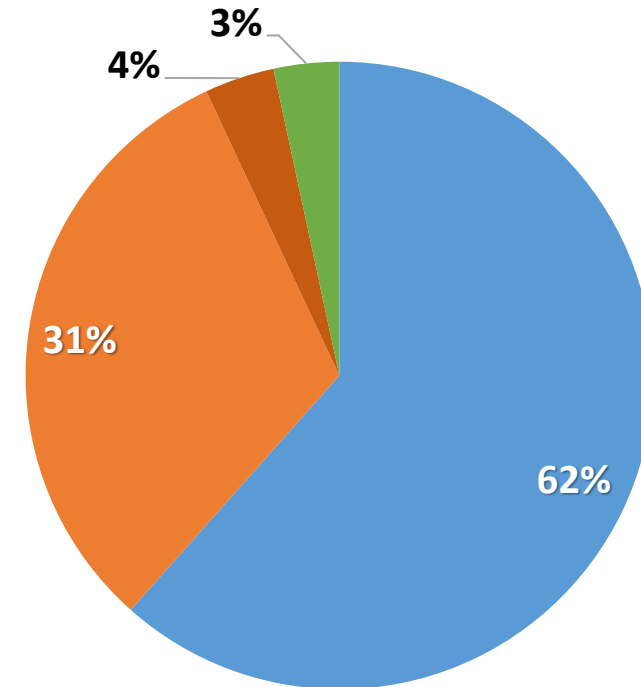


**METROPOLITAN
TRANSPORTATION
COMMISSION**

RM3 Capital Program

- 35 named projects in statute
- \$4.45 billion total

RM3 Capital Projects by Mode



- Transit, 62%
- Roads/Highway, 31%
- Multimodal, 4%
- Bike/Ped, 3%

RM3 Capital Allocations to Date

- In May, Commission directed staff to begin accepting RM3 capital allocation requests for action starting in June
- In June, Commission approved 9 allocations totaling \$272 million to projects that had received RM3 Letters of No Prejudice (LONPs)
- This month, staff recommends 8 allocations totaling \$379 million, including 6 projects with LONPs and 2 without

Recommended July Allocations

Project Sponsor	Project Title	LONP Amount (\$M)	Allocation Request Amount (\$M)
VTA	Eastridge to BART Regional Connector	-	\$130.0
Alameda CTC	I-680/SR-84 Interchange Reconstruction Project	\$85.0	\$85.0
Alameda CTC	I-680 Southbound Express Lane from SR-84 to Alcosta Blvd.	\$80.0	\$80.0
Alameda CTC	7th Street Grade Separation East	\$55.0	\$55.0
Solano TA	SR 37 and Fairgrounds Drive Interchange	-	\$15.0
Alameda CTC	SR-262 (Mission Blvd.) Cross Connector	\$10.0	\$10.0
San Mateo CTA	Highway 101/State Route 92 Interchange Direct Connector Project	\$2.0	\$2.0
Solano TA	North Bay Transit Access Improvements: Solano Rail Hub	-	\$2.0
Total		\$232.0	\$379.0

Eastridge to BART Regional Connector

- \$130M allocation for construction
- 2.4-mile extension of VTA Light Rail from Alum Rock to Eastridge
- RM3 completes funding plan along with VTA Measure A and state investment
- Construction award expected end of 2023
- Project expected to be complete in late 2028



I-680/SR-4 Interchange Reconstruction

- \$85M allocation for construction
- Reconstructs and modernizes interchange
- RM3 LONP allowed project to advance
- Construction underway and expected to be complete in early 2025



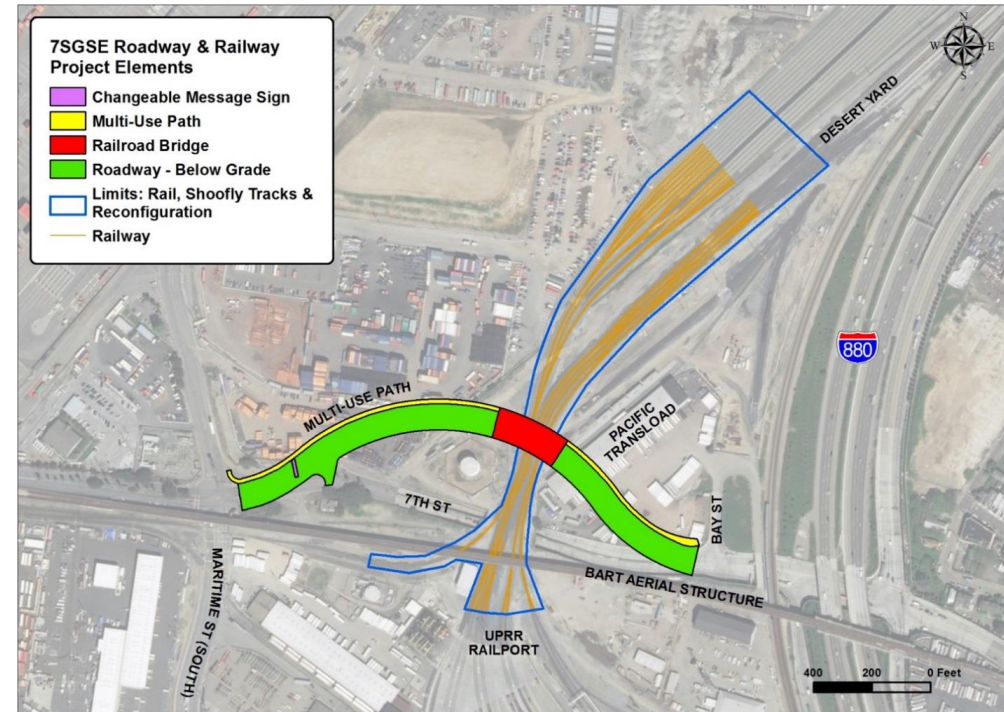
I-680 Southbound Express Lane

- \$80M allocation for construction
- Under Regional Express Lanes category
- Extends express lanes by 9 miles
- RM3 LONP and funding leverages \$25M in SB1 funds
- BATA and MTC also advanced funds to keep project on track
- Construction underway and expected to be complete in late 2025



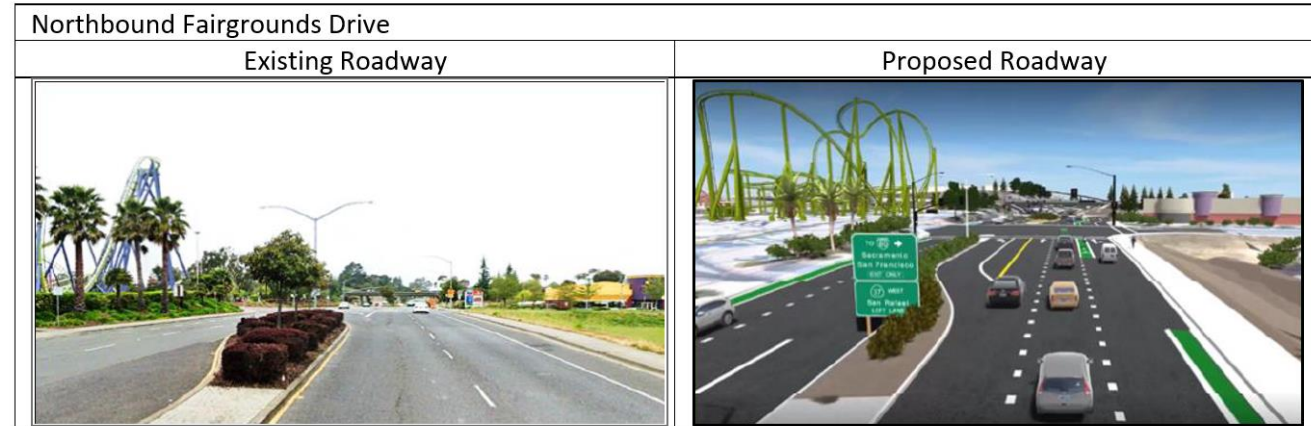
7th Street Grade Separation East

- \$55M allocation for construction
- Under Goods Movement and Mitigation category
- Realignment and reconstruction for safety and state of good repair
- RM3 LONP and funding leverages \$175M in SB1 Trade Corridor Enhancement Program funds
- Construction underway and expected to be complete in late 2026



SR-37 and Fairgrounds Drive Interchange

- \$15M allocation for construction
- Under SR-37 Improvements category
- New interchange design and improvements on Fairgrounds Drive



Pre-Construction Phase Allocations

- **SR-262 (Mission Blvd) Cross Connector**
 - \$10M for environmental phase, consistent with LONP
 - Project will assess a grade separation for SR-262 from Mohave Drive and Warm Springs Boulevard in Fremont
- **Solano Rail Hub**
 - Under North Bay Transit Access Improvements category, \$2M for environmental phase
 - Project goal is improve access to the Suisun-Fairfield Capitol Corridor/Amtrak station and connections between Fairfield and Suisun City
- **Highway 101/SR-92 Interchange Direct Connector**
 - \$2M for environmental phase, consistent with LONP
 - Project will provide direct connector ramps at interchange

Date: June 28, 2023
W.I.: 1255
Referred by: PAC
Revised: 07/26/23-C

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.

This resolution was revised on July 26, 2023 to allocate \$2 million in RM3 funds to the Solano Transportation Authority for the environmental phase of the Solano Rail Hub.

Further discussion of these actions is contained in the Programming and Allocations Summary Sheets dated June 14, 2023 and July 12, 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

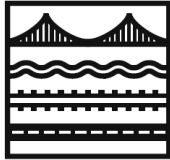
RESOLVED, that a certified copy of this resolution shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

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

Alfredo Pedroza, Chair

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



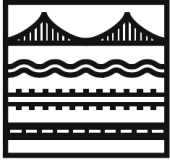
Regional Measure 3 Allocation of Funds Allocation Summary

RM3 Project Number	26.1
Project Title	Vine Transit Maintenance Facility
Project Sponsor	Napa Valley Transportation Authority (NVTA)

Activities to be funded with Allocation #1:					
Construction activities for the Vine Transit Maintenance Facility \$20M LONP approved June 23, 2021					
Funding Information:					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
23458401	28-Jun-23	CON	FY2022-23	30-Jun-24	\$ 20,000,000

Cumulative Total - Allocation 1	\$ 20,000,000
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Cumulative Total - Project 26.1	\$ 20,000,000
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Regional Measure 3

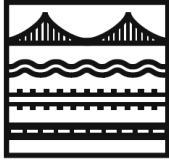
Allocation of Funds

Conditions of Allocation

RM3 Project Number	26.1
Project Title	Vine Transit Maintenance Facility
Project Sponsor	Napa Valley Transportation Authority (NVTA)

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

Conditions of Allocation #1	
1	None

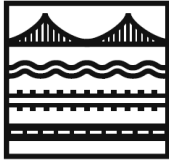


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	26.1	
Project Title	Vine Transit Maintenance Facility	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Napa Valley Transportation Authority (NVTA)		NVTA
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(26) Provide funding for transit improvements, including, but not limited to, bus capital projects, including vehicles, transit facilities, and access to transit facilities, benefiting the Counties of Marin, Sonoma, Napa, Solano, and Contra Costa. Priority shall be given to projects that are fully funded, ready for construction, and serving rail transit or transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes.	\$20,000	
Sponsor Programming and Allocation Request Action		
The NVTA Board of Directors approved NVTA Resolution No. 23-16 on 5/17/23 approving the updated IPR and \$20M allocation request. The Board previously approved programming their \$20M share of the North Bay Transit Access Improvements along with their LONP request through NVTA Resoluion No 21-02 on January 20, 2021.		
Detailed Project/Subproject Description		
NVTA will build a new bus maintenance, operations and administration facility on land purchased in 2016. The construction of facility includes six operating bays, a dispatch and command center equipped as an emergency response center, stand-alone administrative office building with training rooms, modern bus wash, bus storage for up to 100 transit vehicles of various sizes, photo-voltaic solar panels capable of producing enough to power the facility, electric bus charging stations, regional meeting/ job training center, and parking for employees and visitors.		



Regional Measure 3

Allocation of Funds

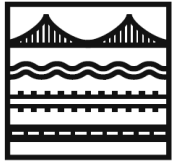
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	26.1
Project Title	Vine Transit Maintenance Facility
Project Sponsor	Napa Valley Transportation Authority (NVTA)

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	TDA	Yes	\$ 250	Mar-16	Jan-18
	ENV Subtotal		\$ 250		
PSE	TDA	Yes	\$ 2,029	Aug-17	Sep-19
	PSE Subtotal		\$ 2,029		
ROW	TDA	Yes	\$ 2,624	Sep-18	Sep-18
	ROW Subtotal		\$ 2,624		
CON	RM3	Yes	\$ 20,000	Jan-22	Apr-24
	FTA	Yes	\$ 5,253		
	STA SGR	Yes	\$ 63		
	TIFIA	Yes	\$ 9,331		
	SB1 Local Partnership	Yes	\$ 1,100		
	CON Subtotal		\$ 35,747		
	Capital Funding Total		\$ 40,650		

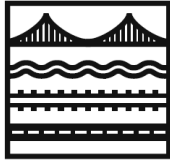


Regional Measure 3 Allocation of Funds Cash Flow Plan

RM3 Project Number	26.1
Project Title	Vine Transit Maintenance Facility
Project Sponsor	Napa Valley Transportation Authority (NVTA)

RM3 Cash Flow Plan by Phase - Funding by planned year of expenditure

Funding Source	Phase	Prior	2022-23	2023-24	2024-25	2025-26	Future committed	Total Amount (\$ thousands)
RM 3	ENV							\$ -
								\$ -
								\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PSE							\$ -
								\$ -
								\$ -
PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	ROW							\$ -
								\$ -
								\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON		\$ 18,000	\$ 2,000				\$ 20,000
								\$ -
								\$ -
								\$ -
CON Subtotal		\$ -	\$ 18,000	\$ 2,000	\$ -	\$ -	\$ -	\$ 20,000
RM 3 Funding Subtotal		\$ -	\$ 18,000	\$ 2,000	\$ -	\$ -	\$ -	\$ 20,000
Capital Funding Total		\$ -	\$ 18,000	\$ 2,000	\$ -	\$ -	\$ -	\$ 20,000



Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	26.2
Project Title	Solano Rail Hub
Project Sponsor	Solano Transportation Authority (STA)

Activities to be funded with Allocation #1:
 Environmental phase of the Solano Rail Hub.

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24458402	26-Jul-23	ENV	FY2023-24	30-Jun-25	\$ 2,000,000

Cumulative Total - Allocation 1	\$ 2,000,000
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Cumulative Total - Project 26.2	\$ 2,000,000
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Regional Measure 3

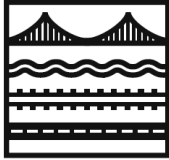
Allocation of Funds

Conditions of Allocation

RM3 Project Number	26.2
Project Title	Solano Rail Hub
Project Sponsor	Solano Transportation Authority (STA)

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

Conditions of Allocation #1	
1	None

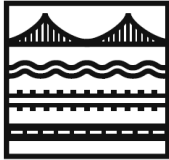


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	26.2	
Project Title	Solano Rail Hub	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Solano Transportation Authority (STA)		STA
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 STA Board of Directors approved NVTA Resolution No. 2023-17 on 6/14/23 approving the IPR and \$2M allocation request.		
Detailed Project/Subproject Description		
The Solano Rail Hub Project — located at the site of the current Suisun-Fairfield Amtrak/Capitol Corridor Station — seeks to upgrade and expand the current station and create seamless connections between the two cities. The project will enhance train passenger safety and comfort, unify the two downtowns by reestablishing a viable and accessible pedestrian and bicycle connection between downtown Fairfield and downtown Suisun City, and support and enable each city’s vision for downtown development.		



Regional Measure 3

Allocation of Funds

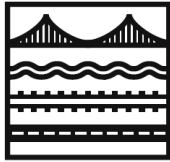
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	26.2
Project Title	Solano Rail Hub
Project Sponsor	Solano Transportation Authority (STA)

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	RM3	Yes	\$ 2,000	2023	2025
	Amtrak	Yes	\$ 2,600		
	ENV Subtotal		\$ 4,600		
PSE	Amtrak	No	\$ 5,500	2025	2026
	PSE Subtotal		\$ 5,500		
ROW			-		
	ROW Subtotal		\$ -		
CON	RM3	No	\$ 8,000	2027	2029
	Amtrak	No	\$ 34,600		
	CON Subtotal		\$ 42,600		
Capital Funding Total			\$ 52,700		



Regional Measure 3 Allocation of Funds Cash Flow Plan

RM3 Project Number	26.2
Project Title	Solano Rail Hub
Project Sponsor	Solano Transportation Authority (STA)

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			\$ 1,075	\$ 925			\$ 2,000
Amtrak	ENV			\$ 1,398	\$ 1,203			\$ 2,600
								\$ -
ENV Subtotal		\$ -	\$ -	\$ 2,473	\$ 2,128	\$ -	\$ -	\$ 4,600
Amtrak	PSE					\$ 5,500		\$ 5,500
								\$ -
								\$ -
PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ 5,500	\$ -	\$ 5,500
								\$ -
								\$ -
								\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON						\$ 8,000	\$ 8,000
Amtrak	CON						\$ 34,600	\$ 34,600
								\$ -
								\$ -
								\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,600	\$ 42,600
RM 3 Funding Subtotal		\$ -	\$ -	\$ 1,075	\$ 925	\$ -	\$ 8,000	\$ 10,000
Capital Funding Total		\$ -	\$ -	\$ 2,473	\$ 2,128	\$ 5,500	\$ 42,600	\$ 52,700

Date: July 26, 2023
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4596

This resolution approves the allocation of Regional Measure 3 funds for the Eastridge to BART Regional Connector, sponsored by the Santa Clara Valley 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 \$130 million in RM3 funds to the Santa Clara Valley Transportation Authority for construction of the Eastridge to BART Regional Connector.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated July 12, 2023.

Date: July 26, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for Eastridge to BART Regional Connector

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4596

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 Eastridge to BART Regional Connector is identified as capital project number 15 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 Santa Clara Valley Transportation Authority (VTA) is the project sponsor for the Eastridge to BART Regional Connector; and

WHEREAS, VTA has submitted a request for the allocation of RM3 funds for the Eastridge to BART Regional Connector; and

WHEREAS, VTA 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 VTA 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 VTA'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 VTA'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 VTA complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

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

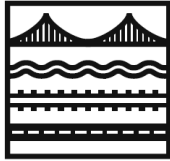
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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



Regional Measure 3 Allocation of Funds Allocation Summary

RM3 Project Number	15
Project Title	Eastridge to BART Regional Connector
Project Sponsor	Santa Clara Valley Transportation Authority (VTA)

Activities to be funded with Allocation #1:

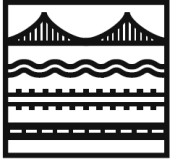
Construction on the Eastridge to BART Regional Connector

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24459601	26-Jul-23	CON	FY2023-24	30-Jun-29	\$ 130,000,000

Cumulative Total - Allocation 1	\$ 130,000,000
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Cumulative Total - Project 15	\$ 130,000,000
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Regional Measure 3

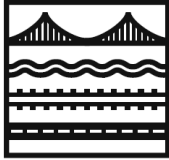
Allocation of Funds

Conditions of Allocation

RM3 Project Number	15
Project Title	Eastridge to BART Regional Connector
Project Sponsor	Santa Clara Valley Transportation Authority (VTA)

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

Conditions of Allocation #1	
1	None

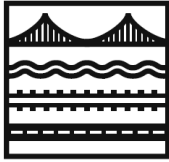


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	15	
Project Title	Eastridge to BART Regional Connector	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Santa Clara Valley Transportation Authority (VTA)		VTA
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(15) Eastridge to BART Regional Connector. Extend Santa Clara Valley Transportation Authority light rail from the Alum Rock station to the Eastridge Transit Center.	\$130,000	
Sponsor Programming and Allocation Request Action		
The VTA Board of Directors approved VTA Resolution No. 2023.06.41 on 6/1/23 approving the IPR and \$130M allocation request.		
Detailed Project/Subproject Description		
The Eastridge to BART Regional Connector (EBRC) Project is located entirely within the incorporated City of San Jose, in Santa Clara County. The project would extend the existing Orange Light Rail line by 2.4 miles from Alum Rock Station to the Eastridge Transit Center. The proposed extension would operate on an aerial guideway along the median alignment of Capitol Expressway from the current terminus at Alum Rock Station to a new station at Eastridge Transit Center. The project would construct two new light rail stations - one at Story Road (elevated) and one at Eastridge Transit Center (at-grade).		



Regional Measure 3

Allocation of Funds

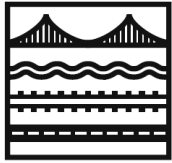
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	15
Project Title	Eastridge to BART Regional Connector
Project Sponsor	Santa Clara Valley Transportation Authority (VTA)

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	2000 Measure A	Yes	\$ 540	Nov-12	May-19
	ENV Subtotal		\$ 540		
PSE	2000 Measure A	Yes	\$ 40,845	Jul-17	Jun-23
	PSE Subtotal		\$ 40,845		
ROW	2000 Measure A	Yes	\$ 23,624	Jul-18	Jun-23
	SB1 - LPP Formulaic	Yes	\$ 9,442		
	ROW Subtotal		\$ 33,066		
CON	RM3	Yes	\$ 130,000	Nov-23	Sep-28
	2000 Measure A	Yes	\$ 248,425		
	LCTOP	Yes	\$ 14,810		
	SB1 - LPP	Yes	\$ 15,710		
	TIRCP	Yes	\$ 46,593		
	CON Subtotal		\$ 455,538		
Capital Funding Total			\$ 529,989		



Regional Measure 3 Allocation of Funds Cash Flow Plan

RM3 Project Number	15
Project Title	Eastridge to BART Regional Connector
Project Sponsor	Santa Clara Valley Transportation Authority (VTA)

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)
2000 Measure A	ENV	\$ 540						\$ 540
								\$ -
								\$ -
ENV Subtotal		\$ 540	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 540
2000 Measure A	PSE	\$ 21,202	\$ 18,343	\$ 1,300				\$ 40,845
								\$ -
								\$ -
PSE Subtotal		\$ 21,202	\$ 18,343	\$ 1,300	\$ -	\$ -	\$ -	\$ 40,845
2000 Measure A	ROW	\$ 14,371	\$ 4,000	\$ 5,253				\$ 23,624
SB1 - LPP	ROW	\$ 9,442						\$ 9,442
								\$ -
ROW Subtotal		\$ 23,813	\$ 4,000	\$ 5,253	\$ -	\$ -	\$ -	\$ 33,066
RM 3	CON			\$ 35,000	\$ 35,000	\$ 30,000	\$ 30,000	\$ 130,000
2000 Measure A	CON			\$ 66,884	\$ 66,884	\$ 57,329	\$ 57,329	\$ 248,425
LCTOP	CON			\$ 3,987	\$ 3,987	\$ 3,418	\$ 3,418	\$ 14,810
TIRCP	CON			\$ 12,544	\$ 12,544	\$ 10,752	\$ 10,752	\$ 46,593
SB1 - LPP	CON			\$ 4,230	\$ 4,230	\$ 3,625	\$ 3,625	\$ 15,710
CON Subtotal		\$ -	\$ -	\$ 122,645	\$ 122,645	\$ 105,124	\$ 105,124	\$ 455,538
RM 3 Funding Subtotal		\$ 36,113	\$ 22,343	\$ 35,000	\$ 35,000	\$ 95,009	\$ 30,000	\$ 195,009
Capital Funding Total		\$ 45,555	\$ 22,343	\$ 127,898	\$ 122,645	\$ 146,509	\$ 105,124	\$ 529,989

Date: July 26, 2023
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4597

This resolution approves the allocation of Regional Measure 3 funds for Interstate 680 Southbound Express Lane from SR-84 to Alcosta Boulevard project in Alameda County, sponsored by the Alameda County Transportation Commission (ACTC).

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 \$80 million in RM3 funds to construction phase for the I-680 Southbound Express Lane from SR-84 to Alcosta Blvd. project in Alameda County.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated July 12, 2023.

Date: July 26, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for I-680 Southbound Express Lane from SR-84 to Alcosta Blvd. project in Alameda County.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4597

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. 4597

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 Southbound Express Lane from SR-84 to Alcosta Blvd. project in Alameda 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 Alameda County Transportation Commission (SPONSOR) is the project sponsor for the PROJECT; and

WHEREAS, SPONSOR has submitted a request for the allocation of RM3 funds for the PROJECT; and

WHEREAS, SPONSOR has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the SPONSOR is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of SPONSOR's IPR for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

ABSTRACT

MTC Resolution No. 4597

Page 3

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

RESOLVED, that MTC approves MTC staff's review of SPONSOR's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon SPONSOR complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

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

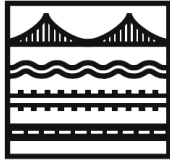
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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



Regional Measure 3 Allocation of Funds Allocation Summary

RM3 Project Number	2.3
Project Title	I-680 Southbound Express Lane between SR84 and Alcosta Blvd.
Project Sponsor	Alameda County Transportation Commission

Activities to be funded with Allocation #1:

This allocation will fund the construction phase of the I-680 Southbound Express Lane between SR84 and Alcosta Blvd. project in Alameda County. LONP approved for construction phase for \$80,000,000 on September 22, 2021.

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24459701	26-Jul-23	CON	FY 2023-24	30-Jun-26	\$ 80,000,000

Cumulative Total - Allocation 1	\$ 80,000,000
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Cumulative Total - Project 2.3	\$ 80,000,000
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Regional Measure 3

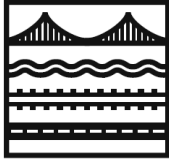
Allocation of Funds

Conditions of Allocation

RM3 Project Number	2.3
Project Title	I-680 Southbound Express Lane between SR84 and Alcosta Blvd.
Project Sponsor	Alameda County Transportation Commission

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 ACTC approving the allocation resolution on July 27, 2023.
2	

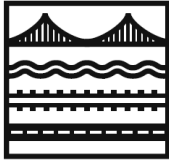


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	2.3	
Project Title	I-680 Southbound Express Lane between SR84 and Alcosta Blvd.	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Alameda County Transportation Commission (ACTC)		ACTC
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).	\$300,000	
Sponsor Programming and Allocation Request Action		
The ACTC Commission is scheduled to adopt the allocation resolution at its meeting on July 27, 2023.		
Detailed Project/Subproject Description		
The I-680 Southbound Express Lane between SR84 and Alcosta Blvd. in Alameda County will extend southbound express lanes 9 miles from SR-84 to Alcosta Boulevard in Alameda County. The project scope also includes pavement widening and reconstruction to accommodate the addition of the express lane, as well as supporting infrastructure such as center median barrier, retaining and sound walls, and toll equipment.		



Regional Measure 3

Allocation of Funds

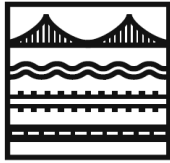
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	2.3
Project Title	I-680 Southbound Express Lane between SR84 and Alcosta Blvd.
Project Sponsor	Alameda County Transportation Commission

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	Alameda Tax Measure	Yes	\$ 7,000	Oct-18	Nov-20
	ENV Subtotal		\$ 7,000		
PSE	Alameda Tax Measure	Yes	\$ 22,500	Feb-20	Oct-21
	PSE Subtotal		\$ 22,500		
ROW	Alameda Tax Measure	Yes	\$ 7,000	Feb-20	Oct-21
	ROW Subtotal		\$ 7,000		
CON	RM3	Yes	\$ 80,000	Mar-23	Nov-25
	Alameda Tax Measure	Yes	\$ 85,925		
	STIP-RIP	Yes	\$ 9,912		
	SB-1 LPP Formulaic (BATA)	Yes	\$ 10,000		
	SB-1 LPP Formulaic (ACTC)	Yes	\$ 12,009		
	SB-1 LPP Competitive	Yes	\$ 25,000		
	CON Subtotal		\$ 222,846		
Capital Funding Total			\$ 259,346		



Regional Measure 3 Allocation of Funds Cash Flow Plan

RM3 Project Number	2.3
Project Title	I-680 Southbound Express Lane between SR84 and Alcosta Blvd.
Project Sponsor	Alameda County Transportation Commission

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)
Alameda Tax Me	ENV	\$ 7,000						\$ 7,000
								\$ -
								\$ -
ENV Subtotal		\$ 7,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,000
Alameda Tax Me	PSE	\$ 22,500						\$ 22,500
								\$ -
								\$ -
PSE Subtotal		\$ 22,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,500
Alameda Tax Me	ROW	\$ 7,000						\$ 7,000
								\$ -
								\$ -
ROW Subtotal		\$ 7,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,000
RM 3	CON		\$ 80,000					\$ 80,000
Alameda Tax Me	CON		\$ 85,925					\$ 85,925
STIP	CON		\$ 9,912					\$ 9,912
SB1 LPP-F (BATA)	CON		\$ 10,000					\$ 10,000
SB1 LPP-F (ACTC)	CON		\$ 12,009					\$ 12,009
SB1 LPP-C	CON		\$ 25,000					\$ 25,000
CON Subtotal		\$ -	\$ 222,846	\$ -	\$ -	\$ -	\$ -	\$ 222,846
RM 3 Funding Subtotal		\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ 80,000
Capital Funding Total		\$ 36,500	\$ 222,846	\$ -	\$ -	\$ -	\$ -	\$ 259,346

Date: July 26, 2023
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4598

This resolution approves the allocation of Regional Measure 3 funds for the 7th Street Grade Separation East project in Alameda County, sponsored by the Alameda County Transportation Commission (ACTC).

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 \$55 million in RM3 funds to construction phase for the 7th Street Grade Separation East project in Alameda County.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated July 12, 2023.

Date: July 26, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for 7th Street Grade Separation East project in Alameda County.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4598

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. 4598

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 7th Street Grade Separation East project in Alameda County (PROJECT) is part of the programmatic category of projects identified within capital project number 3 Goods Movement and Mitigation 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 Alameda County Transportation Commission (SPONSOR) is the project sponsor for the PROJECT; and

WHEREAS, SPONSOR has submitted a request for the allocation of RM3 funds for the PROJECT; and

WHEREAS, SPONSOR has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the SPONSOR is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of SPONSOR's IPR for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

ABSTRACT

MTC Resolution No. 4598

Page 3

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

RESOLVED, that MTC approves MTC staff's review of SPONSOR's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon SPONSOR complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

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

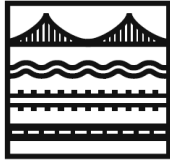
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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



Regional Measure 3 Allocation of Funds Allocation Summary

RM3 Project Number	3.1
Project Title	GoPort 7th St Grade Separation East
Project Sponsor	Alameda County Transportation Commission

Activities to be funded with Allocation #1:

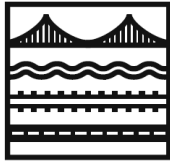
This allocation will fund the construction phase of the GoPort 7th St Grade Separation East project in Alameda County. LONP approved for construction phase for \$55,000,000 on May 27, 2020.

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24459801	26-Jul-23	CON	FY 2023-24	30-Jun-27	\$ 55,000,000

Cumulative Total - Allocation 1	\$ 55,000,000
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Cumulative Total - Project 3.1	\$ 55,000,000
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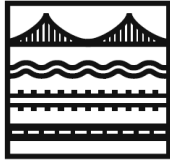


Regional Measure 3 Allocation of Funds Conditions of Allocation

RM3 Project Number	3.1
Project Title	GoPort 7th St Grade Separation East
Project Sponsor	Alameda County Transportation Commission

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 ACTC approving the allocation resolution on July 27, 2023.
2	

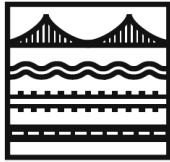


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	3.1	
Project Title	GoPort 7th St Grade Separation East	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Alameda County Transportation Commission (ACTC)		ACTC
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(3) Provide funding to reduce truck traffic congestion and mitigate its environmental effects. Eligible projects include, but are not limited to, improvements in the County of Alameda to enable more goods to be shipped by rail, access improvements on Interstate 580, Interstate 80, and Interstate 880, and improved access to the Port of Oakland. The Metropolitan Transportation Commission shall consult and coordinate with the Alameda County Transportation Commission to select projects for the program. Eligible applicants include cities, counties, countywide transportation agencies, rail operators, and the Port of Oakland.	\$300,000	
Sponsor Programming and Allocation Request Action		
The ACTC Commission is scheduled to adopt the allocation resolution at its meeting on July 27, 2023.		
Detailed Project/Subproject Description		
The GoPort 7th St Grade Separation East project will realign and reconstruct 7th Street between west of Interstate-880 to the east and Maritime Street to the west in Alameda County.		



Regional Measure 3

Allocation of Funds

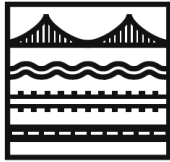
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	3.1
Project Title	GoPort 7th St Grade Separation East
Project Sponsor	Alameda County Transportation Commission

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	Measure BB	Yes	\$ 5,388	Aug-01	Oct-18
	ENV Subtotal		\$ 5,388		
PSE	SB1-LPP	Yes	\$ 3,180	Oct-18	Dec-22
	Measure BB	Yes	\$ 15,212		
	PSE Subtotal		\$ 18,392		
ROW	Port of Oakland - CalSTA	Yes	\$ 20,000	Oct-18	Dec-22
	Measure BB	Yes	\$ 53,708		
	ROW Subtotal		\$ 73,708		
CON	RM3	Yes	\$ 55,000	May-23	Nov-26
	SB1-TCEP	Yes	\$ 175,000		
	Measure BB	Yes	\$ 37,012		
	CON Subtotal		\$ 267,012		
Capital Funding Total			\$ 364,500		



Regional Measure 3

Allocation of Funds

Cash Flow Plan

RM3 Project Number	3.1
Project Title	GoPort 7th St Grade Separation East
Project Sponsor	Alameda County Transportation Commission

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)
Measure BB	ENV	\$ 5,388						\$ 5,388
								\$ -
								\$ -
ENV Subtotal		\$ 5,388	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,388
SB1-LPP	PSE	\$ 3,180						\$ 3,180
Measure BB	PSE	\$ 15,212						\$ 15,212
								\$ -
PSE Subtotal		\$ 18,392	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,392
Port of Oakland	ROW		\$ 20,000					\$ 20,000
Measure BB	ROW	\$ 53,708						\$ 53,708
								\$ -
ROW Subtotal		\$ 53,708	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 73,708
RM 3	CON		\$ 55,000					\$ 55,000
SB1-TCEP	CON		\$ 175,000					\$ 175,000
Measure BB	CON	\$ 34,312	\$ 2,700					\$ 37,012
								\$ -
								\$ -
								\$ -
CON Subtotal		\$ 34,312	\$ 232,700	\$ -	\$ -	\$ -	\$ -	\$ 267,012
RM 3 Funding Subtotal		\$ -	\$ 55,000	\$ -	\$ -	\$ -	\$ -	\$ 55,000
Capital Funding Total		\$ 111,800	\$ 252,700	\$ -	\$ -	\$ -	\$ -	\$ 364,500

Date: July 26, 2023
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4599

This resolution approves the allocation of Regional Measure 3 funds for the Highway 101/State Route 92 Interchange Direct Connector project, sponsored by the San Mateo County Transportation Authority (SMCTA).

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 \$2 million in RM3 funds to the environmental phase for the Highway 101/State Route 92 Interchange Direct Connector project.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated July 12, 2023.

Date: July 26, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for Highway 101/State Route 92 Interchange Direct Connector project.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4599

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 Highway 101/State Route 92 Interchange Direct Connector project (PROJECT) is identified as capital project number 18.2 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 San Mateo County Transportation Authority (SPONSOR) is the project sponsor for the PROJECT; and

WHEREAS, SPONSOR has submitted a request for the allocation of RM3 funds for the PROJECT; and

WHEREAS, SPONSOR has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the SPONSOR is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of SPONSOR's IPR for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

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

RESOLVED, that MTC approves MTC staff's review of SPONSOR's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon SPONSOR complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

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

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

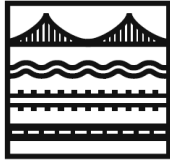
Alfredo Pedroza, Chair

ABSTRACT

MTC Resolution No. x, Revised

Page 4

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 July 26, 2023.



Regional Measure 3 Allocation of Funds Allocation Summary

RM3 Project Number	18.2
Project Title	Highway 101/ State Route 92 Interchange - 101/92 Direct Connector
Project Sponsor	San Mateo County Transportation Authority

Activities to be funded with Allocation #1:					
This allocation will fund the environmental phase of the Highway 101/ State Route 92 Interchange - 101/92 Direct Connector project in San Mateo County. LONP approved for the environmental phase for \$2,000,000 on March 27, 2022.					
Funding Information:					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24459901	26-Jul-23	ENV	FY 2023-24	30-Jun-25	\$ 2,000,000

Cumulative Total - Allocation 1	\$ 2,000,000
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Cumulative Total - Project 18.2	\$ 2,000,000
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Regional Measure 3

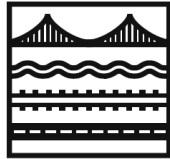
Allocation of Funds

Conditions of Allocation

RM3 Project Number	18.2
Project Title	Highway 101/ State Route 92 Interchange - 101/92 Direct Connect
Project Sponsor	San Mateo County 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 SMCCAG Board approving the allocation resolution on July 13, 2023, and upon the SMCTA Board approving the allocation resolution on Aug. 3, 2023.
2	

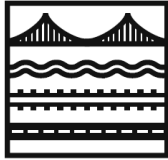


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	18.2	
Project Title	Highway 101/ State Route 92 Interchange - 101/92 Direct Connector	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
San Mateo County Transportation Authority	San Mateo City/County Assoc. of Gov'ts	SMCTA
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
Fund improvements to the interchange of Highway 101 and State Route 92 in the County of San Mateo. The project is jointly sponsored by the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority. Fifty million dollars (\$50,000,000).	\$50,000	
Sponsor Programming and Allocation Request Action		
The SMCCAG Board is scheduled to adopt the allocation resolution at its meeting on July 13, 2023, and the SMCTA Board is scheduled to adopt the allocation resolution at its meeting on August 3, 2023.		
Detailed Project/Subproject Description		
SMCTA in partnership with the Cities of Foster City and San Mateo and the City/County Association of Governments (C/CAG), and in cooperation with California Department of Transportation (Caltrans), propose to provide direct connector ramps at the US 101 and SR 92 Interchange. The project aims to implement long-term direct connection improvements within the 101/92 Interchange to facilitate movement between SR 92 and the 101 Express Lanes. The proposed managed lane direct connectors will encourage carpooling, promote transit access, and reduce demand on the existing interchange ramp connections.		



Regional Measure 3

Allocation of Funds

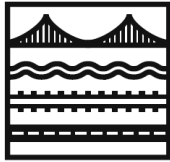
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	18.2
Project Title	Highway 101/ State Route 92 Interchange - 101/92 Direct Connector
Project Sponsor	San Mateo County Transportation Authority

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	RM3	Yes	\$ 2,000	Apr-23	Aug-23
	ENV Subtotal		\$ 2,000		
PSE				Sep-25	Sep-27
	PSE Subtotal		\$ -		
ROW				Sep-25	Sep-27
	ROW Subtotal		\$ -		
CON				Mar-28	Mar-29
	CON Subtotal		\$ -		
Capital Funding Total			\$ 2,000		



Regional Measure 3 Allocation of Funds Cash Flow Plan

RM3 Project Number	18.2
Project Title	Highway 101/ State Route 92 Interchange - 101/92 Direct Connector
Project Sponsor	San Mateo County 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)
RM3	ENV		\$ 2,000					\$ 2,000
								\$ -
								\$ -
ENV Subtotal		\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000
								\$ -
								\$ -
								\$ -
PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
								\$ -
								\$ -
								\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
								\$ -
								\$ -
								\$ -
								\$ -
								\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3 Funding Subtotal		\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000
Capital Funding Total		\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000

Date: July 26, 2023
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4600

This resolution approves the allocation of Regional Measure 3 funds for the Interstate 680/State Route 84 Interchange Reconstruction project, sponsored by the Alameda County Transportation Commission (ACTC).

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 \$85 million in RM3 funds to the construction phase for the I-680/SR 84 Interchange Reconstruction project.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated July 12, 2023.

Date: July 26, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for the I-680/SR 84 Interchange Reconstruction project.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4600

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-680/SR 84 Interchange Reconstruction project (PROJECT) is identified as capital project number 30 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 Alameda County Transportation Commission (SPONSOR) is the project sponsor for the PROJECT; and

WHEREAS, SPONSOR has submitted a request for the allocation of RM3 funds for the PROJECT; and

WHEREAS, SPONSOR has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the SPONSOR is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of SPONSOR's IPR for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of SPONSOR's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon SPONSOR complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

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

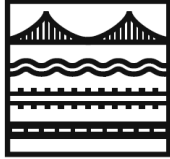
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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



Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	30.1
Project Title	I-680/SR-84 Interchange Reconstruction Project
Project Sponsor	Alameda County Transportation Commission

Activities to be funded with Allocation #1:

This allocation will fund the construction phase of the I-680/SR-84 Interchange Reconstruction project in Alameda County. LONP approved for construction phase for \$85,000,000 on May 27, 2020.

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24460001	26-Jul-23	CON	FY 2023-24	30-Jun-25	\$ 85,000,000

Cumulative Total - Allocation 1	\$ 85,000,000
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Cumulative Total - Project 29.1	\$ 85,000,000
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Regional Measure 3

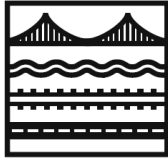
Allocation of Funds

Conditions of Allocation

RM3 Project Number	30.1
Project Title	I-680/SR-84 Interchange Reconstruction Project
Project Sponsor	Alameda County Transportation Commission

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 ACTC approving the allocation resolution on July 27, 2023.
2	

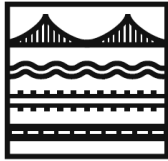


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	30.1	
Project Title	I-680/SR-84 Interchange Reconstruction Project	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Alameda County Transportation Commission (ACTC)		ACTC
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(30) Interstate 680/State Route 84 Interchange Reconstruction Project. Improve safety and regional and interregional connectivity by conforming State Route 84 to expressway standards between south of Ruby Hill Drive and the Interstate 680 interchange in southern Alameda County and implementing additional improvements to reduce weaving and merging conflicts and help address the additional traffic demand between Interstate 680 and State Route 84. The project sponsor is Alameda County Transportation Commission. Eighty-five million dollars (\$85,000,000).	\$85,000	
Sponsor Programming and Allocation Request Action		
The ACTC Commission is scheduled to adopt the allocation resolution at its meeting on July 27, 2023.		
Detailed Project/Subproject Description		
The Project proposes to upgrade SR-84 in southern Alameda County from south of Ruby Hill Drive to I-680, construct operational improvements to the SR-84/I-680 Interchange, and extend the existing southbound express lane from SR-84 to north of Koopman Road.		



Regional Measure 3

Allocation of Funds

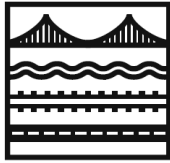
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	30.1
Project Title	I-680/SR-84 Interchange Reconstruction Project
Project Sponsor	Alameda County Transportation Commission

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	Alameda Sales Tax	Yes	\$ 2,731	May-15	May-18
	Development Fees	Yes	\$ 2,940		
	ENV Subtotal		\$ 5,671		
PSE	Alameda Sales Tax	Yes	\$ 9,327	Jun-18	Apr-20
	Development Fees	Yes	\$ 8,850		
	PSE Subtotal		\$ 18,177		
ROW	Alameda Sales Tax	Yes	\$ 30,559	Jun-18	Sep-20
	Development Fees	Yes	\$ 3,150		
	ROW Subtotal		\$ 33,709		
CON	RM3	Yes	\$ 85,000	Feb-21	Apr-25
	Alameda Sales Tax	Yes	\$ 81,758		
	STIP-RIP	Yes	\$ 11,114		
	SB1-LPP	Yes	\$ 8,602		
	Local	Yes	\$ 1,300		
	CON Subtotal		\$ 187,774		
Capital Funding Total			\$ 245,331		



Regional Measure 3 Allocation of Funds Cash Flow Plan

RM3 Project Number	30.1
Project Title	I-680/SR-84 Interchange Reconstruction Project
Project Sponsor	Alameda County Transportation Commission

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)
County Sales Tax	ENV	\$ 2,731						\$ 2,731
Dev. Fees	ENV	\$ 2,940						\$ 2,940
								\$ -
ENV Subtotal		\$ 5,671	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,671
County Sales Tax	PSE	\$ 9,327						\$ 9,327
Dev. Fees	PSE	\$ 8,850						\$ 8,850
								\$ -
PSE Subtotal		\$ 18,177	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,177
County Sales Tax	ROW	\$ 30,559						\$ 30,559
Dev. Fees	ROW	\$ 3,150						\$ 3,150
								\$ -
ROW Subtotal		\$ 33,709	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,709
RM3	CON		\$ 85,000					\$ 85,000
County Sales Tax	CON	\$ 81,758						\$ 81,758
STIP-RIP	CON	\$ 11,114						\$ 11,114
SB1-LPP	CON	\$ 8,602						\$ 8,602
Local	CON	\$ 1,300						\$ 1,300
								\$ -
CON Subtotal		\$ 102,774	\$ 85,000	\$ -	\$ -	\$ -	\$ -	\$ 187,774
RM 3 Funding Subtotal		\$ -	\$ 85,000	\$ -	\$ -	\$ -	\$ -	\$ 85,000
Capital Funding Total		\$ 160,331	\$ 85,000	\$ -	\$ -	\$ -	\$ -	\$ 245,331

Date: July 26, 2023
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4601

This resolution approves the allocation of Regional Measure 3 funds for the I-680/I-880/Route 262 Freeway Connector project, sponsored by the Alameda County Transportation Commission (ACTC).

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 \$10 million in RM3 funds to the environmental phase for the I-680/I-880/Route 262 Freeway Connector project.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated July 12, 2023.

Date: July 26, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for the I-680/I-880/Route 262 Freeway Connector project.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4601

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-680/I-880/Route 262 Freeway Connector project (PROJECT) is identified as capital project number 29.1 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 Alameda County Transportation Commission (SPONSOR) is the project sponsor for the PROJECT; and

WHEREAS, SPONSOR has submitted a request for the allocation of RM3 funds for the PROJECT; and

WHEREAS, SPONSOR has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the SPONSOR is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of SPONSOR's IPR for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of SPONSOR's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon SPONSOR complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

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

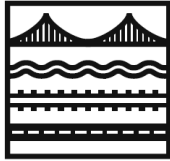
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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



Regional Measure 3 Allocation of Funds Allocation Summary

RM3 Project Number	29.1
Project Title	I-680/I-880/Route 262 Freeway Connector
Project Sponsor	Alameda County Transportation Commission

Activities to be funded with Allocation #1:

This allocation will fund the environmental phase of the I-680/I-880/Route 262 Freeway Connector project in Alameda County. LONP approved for environmental phase for \$10,000,000 on April 28, 2021.

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24460101	26-Jul-23	ENV	FY 2023-24	30-Jun-25	\$ 10,000,000

Cumulative Total - Allocation 1	\$ 10,000,000
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Cumulative Total - Project 29.1	\$ 10,000,000
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Regional Measure 3

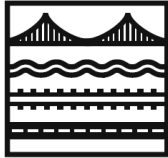
Allocation of Funds

Conditions of Allocation

RM3 Project Number	29.1
Project Title	I-680/I-880/Route 262 Freeway Connector
Project Sponsor	Alameda County Transportation Commission

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 ACTC approving the allocation resolution on July 27, 2023.
2	

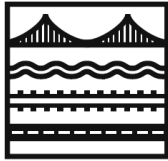


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	29.1	
Project Title	I-680/I-880/Route 262 Freeway Connector	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Alameda County Transportation Commission (ACTC)		ACTC
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(29) Interstate 680/Interstate 880/Route 262 Freeway Connector. Connect Interstate 680 and Interstate 880 in southern Alameda County to improve traffic movement, reduce congestion, and improve operations and safety. The project sponsor is the Alameda County Transportation Commission. Fifteen million dollars (\$15,000,000).	\$15,000	
Sponsor Programming and Allocation Request Action		
The ACTC Commission is scheduled to adopt the allocation resolution at its meeting on July 27, 2023.		
Detailed Project/Subproject Description		
The Project will improve operations, safety, east-west regional connectivity, and reduce congestion for travel between Interstate 680 and Interstate 880 within the SR-262 Mission Boulevard area in Fremont.		



Regional Measure 3

Allocation of Funds

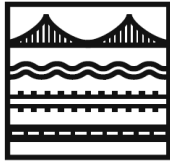
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	29.1
Project Title	I-680/I-880/Route 262 Freeway Connector
Project Sponsor	Alameda County Transportation Commission

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	RM3	Yes	\$ 10,000	Oct-21	Apr-25
	ENV Subtotal		\$ 10,000		
PSE	Alameda Sales Tax	Yes	\$ 5,000	Aug-25	Jan-28
	TBD	No	\$ 13,200		
	RM3	Yes	\$ 5,000		
	PSE Subtotal		\$ 23,200		
ROW				Mar-26	Jan-28
	ROW Subtotal		\$ -		
CON				Jun-28	Jun-32
	CON Subtotal		\$ -		
Capital Funding Total			\$ 33,200		



Regional Measure 3

Allocation of Funds

Cash Flow Plan

RM3 Project Number	29.1
Project Title	I-680/I-880/Route 262 Freeway Connector
Project Sponsor	Alameda County Transportation Commission

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		\$ 10,000					\$ 10,000
								\$ -
								\$ -
ENV Subtotal		\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ 10,000
								\$ -
								\$ -
								\$ -
PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
								\$ -
								\$ -
								\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
								\$ -
								\$ -
								\$ -
								\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3 Funding Subtotal		\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ 10,000
Capital Funding Total		\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ 10,000

Date: July 26, 2023
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4602

This resolution approves the allocation of Regional Measure 3 funds for the SR 37 and Fairgrounds Drive Interchange 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 \$15 million in RM3 funds to construction phase for the SR 37 and Fairgrounds Drive Interchange project in Solano County.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated July 12, 2023.

Date: July 26, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for SR 37 and Fairgrounds Drive Interchange project in Solano County.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4602

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. 4602

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 SR 37 and Fairgrounds Drive Interchange project in Solano County (PROJECT) is part of the programmatic category of projects identified within capital project number 23 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the Solano Transportation Authority (SPONSOR) is the project sponsor for the PROJECT; and

WHEREAS, SPONSOR has submitted a request for the allocation of RM3 funds for the PROJECT; and

WHEREAS, SPONSOR has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the SPONSOR is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of SPONSOR's IPR for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

ABSTRACT

MTC Resolution No. 4602

Page 3

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

RESOLVED, that MTC approves MTC staff's review of SPONSOR's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon SPONSOR complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

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

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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



Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	23.1
Project Title	SR 37 and Fairgrounds Drive Interchange in Solano County
Project Sponsor	Solano Transportation Authority

Activities to be funded with Allocation #1:

This allocation will fund the construction phase of the SR 37 and Fairgrounds Drive Interchange project in Solano County.

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24460201	26-Jul-23	CON	FY 2023-24	30-Jun-25	\$ 15,000,000

Cumulative Total - Allocation 1	\$ 15,000,000
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Cumulative Total - Project 23.1	\$ 15,000,000
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Regional Measure 3

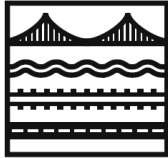
Allocation of Funds

Conditions of Allocation

RM3 Project Number	23.1
Project Title	SR 37 and Fairgrounds Drive Interchange in Solano County
Project Sponsor	Solano Transportation Authority

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

Conditions of Allocation #1	
1	None.
2	



Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	23.1	
Project Title	SR 37 and Fairgrounds Drive Interchange in Solano County	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Solano Transportation Authority (STA)		STA
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(23) Fund near-term and longer-term improvements to State Route 37 to improve the roadway's mobility, safety, and long-term resiliency to sea level rise and flooding. For the purposes of the environmental review and design, the project shall include the segment of State Route 37 from the intersection in Marin County with Highway 101 to the intersection with Interstate 80 in the County of Solano. Capital funds may used on any segment along this corridor, as determined by the project sponsors.	\$100,000	
Sponsor Programming and Allocation Request Action		
The STA Board approved Resolution No. 2023-12 authorizing the allocation request on June 14, 2023.		
Detailed Project/Subproject Description		
The SR 37 and Fairgrounds Drive Interchange will provide roadway and intersection improvements along portions of Fairgrounds Drive, as well as a new diverging diamond interchange design at the State Route 37 and Fairgrounds Drive.		



Regional Measure 3

Allocation of Funds

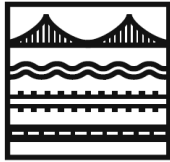
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	23.1
Project Title	SR 37 and Fairgrounds Drive Interchange in Solano County
Project Sponsor	Solano Transportation Authority

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	Federal Earmark	Yes	\$ 1,602	Oct-10	Jun-15
	ENV Subtotal		\$ 1,602		
PSE	Local Funds	Yes	\$ 1,500	Oct-18	Dec-20
	OBAG 2	Yes	\$ 94		
	Federal Earmark	Yes	\$ 448		
	PSE Subtotal		\$ 2,042		
ROW	Local Funds	Yes	\$ 200	Mar-23	Sep-23
	ROW Subtotal		\$ 200		
CON	RM3	Yes	\$ 15,000	Sep-23	Sep-24
	STAF County Funds	Yes	\$ 800		
	Local County Funds	Yes	\$ 4,000		
	Local Funds - STA	Yes	\$ 5,400		
	CON Subtotal		\$ 25,200		
	Capital Funding Total				



Regional Measure 3 Allocation of Funds Cash Flow Plan

RM3 Project Number	23.1
Project Title	SR 37 and Fairgrounds Drive Interchange in Solano County
Project Sponsor	Solano Transportation Authority

Cash Flow Plan for RM3 Deliverable Segment(s) - Funding by planned year of expenditure

Funding Source	Phase	Prior	2022-23	2023-24	2024-25	2025-26	Future committed	Total Amount (\$ thousands)
Earmark	ENV	\$ 1,602						\$ 1,602
								\$ -
								\$ -
ENV Subtotal		\$ 1,602	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,602
Local Funds	PS&E	\$ 1,500						\$ 1,500
OBAG 2	PS&E	\$ 94						\$ 94
Earmark	PS&E	\$ 448						\$ 448
PSE Subtotal		\$ 2,042	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,042
Local Funds	ROW			\$ 200				\$ 200
								\$ -
								\$ -
ROW Subtotal		\$ -	\$ -	\$ 200	\$ -	\$ -	\$ -	\$ 200
RM 3	CON			\$ 15,000				\$ 15,000
STAF County	CON			\$ 800				\$ 800
Local County	CON			\$ 4,000				\$ 4,000
STA Funds	CON			\$ 5,400				\$ 5,400
								\$ -
CON Subtotal		\$ -	\$ -	\$ 25,200	\$ -	\$ -	\$ -	\$ 25,200
RM 3 Funding Subtotal		\$ -	\$ -	\$ 15,000	\$ -	\$ -	\$ -	\$ 15,000
Capital Funding Total		\$ 3,644	\$ -	\$ 25,400	\$ -	\$ -	\$ -	\$ 29,044



Metropolitan Transportation Commission

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San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-1666 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 10/13/2022 **In control:** Programming and Allocations Committee

On agenda: 7/12/2023 **Final action:**

Title: Overview of Grant Anticipation Financing - BART Replacement Railcar Financing

Staff will provide an overview of the planned financing associated with BART Replacement Railcars.

Sponsors:

Indexes:

Code sections:

Attachments: [4a 22-1666 BART Replacement Railcar Financing.pdf](#)
[4a 22-1666 Attachment A Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Overview of Grant Anticipation Financing - BART Replacement Railcar Financing

Staff will provide an overview of the planned financing associated with BART Replacement Railcars.

Presenter:

Derek Hansel

Recommended Action:

Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 12, 2023

Agenda Item 4a - 22-1666

Overview of Grant Anticipation Financing – BART Replacement Railcar Financing

Subject:

Overview of planned BAIFA financing of replacement railcars for BART with securitization of future Federal Transportation Administration (FTA) formula grant funds.

Background:

Through regular updates to the Programming and Allocations Committee since 2018, staff have identified a financing strategy that addresses multiple operator needs to replace trains, light rail vehicles, buses, and ferries. In early 2019, as part of this regional strategy, MTC requested and received a Letter of No Prejudice from the Federal Transit Administration authorizing the use of financing backed by federal formula funds to purchase 775 BART Rail Cars. Through June 2023, over 500 of the new rail cars have been delivered to BART and are being used by riders in revenue service. The financing will allow for the remaining cars to be purchased while not delaying other important investments in the region's vehicle fleet and fixed guideway assets.

MTC is the designated Metropolitan Planning Organization (MPO) responsible for programming FTA formula funds to regional transit projects. BART's fleet replacement and expansion project requires significant funding over the next four to six years and the FTA formula grant funds expected to be received during this period would be insufficient to meet the cash flow requirements of the anticipated regional projects. Because delays in the projects could lead to notable cost escalation in order to complete all projects on a timely basis, intermediate funding will be required to address their cash flow needs.

Debt financing can be used to provide upfront project funds that can be repaid over time. MTC's role as MPO and direct recipient of federal funds allows it to flexibly program and allocate federal grant receipts for debt service. As designated recipient, MTC allocates FTA formula funds to direct recipients (e.g., regional transit operators), and as a direct recipient, MTC can receive programmed FTA formula funds. This puts MTC in a unique position to manage a regional program that can be used to address the type of cash flow challenges presented by the BART project in the context of other regional needs.

The BART rail car replacement project is the largest Bay Area project in the near term and a top need in the region. BART is eligible for section 5307 and 5337 grants in multiple urbanized areas (UZAs); this provides a large amount of direct funding over an extended period which can in turn be used to secure a financing and provide significant debt service coverage (which allows for cost-effective borrowing).

MTC does not have its own financing authority, BAIFA, however, is a joint powers agency (JPA) established by MTC and BATA under a joint powers agreement, as permitted by state law. As a JPA, BAIFA can issue special obligation debt (as it has done in the past). In the planned financing, BAIFA and MTC would enter a transit funding agreement under which BAIFA would advance funds to BART to reimburse eligible project expenditures. BAIFA debt would be repaid by FTA formula funds programmed annually by MTC, subject to federal appropriation and apportionment.

The financing requires a letter of no prejudice (LONP) from FTA to MTC, which allows the project to be eligible for advance construction. MTC received an LONP for the BART replacement railcar project from the FTA in 2018, which was recently updated and extended.

The contemplated financing structure could also be utilized by MTC to advance other projects on behalf of different transit operators, to the extent that a project presented similar cash flow challenges, subject to the future receipt of LONPs for such projects. The regional structure enables MTC to leverage its expertise and role as MPO, and the structure can be customized to meet operator needs and can cross UZAs for applicable projects. The first financing would be for the BART car replacement rail car program. There are no current plans to issue additional debt in the future. The planned financing structure is a short-term bank revolving line of credit with a future fixed-rate takeout. This structure provides financing flexibility given the uncertainty of the exact timing of funding needs on a cost-effective basis.

Next Steps:

Staff will return in September for authorization of the financing and approval of the financing documents.

Issues:

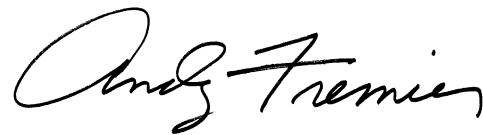
None identified.

Recommendations:

Information. No action required.

Attachment:

- Attachment A: Presentation: Overview of Grant Anticipation Financing - BART Replacement Railcar Financing



Andrew B. Fremier

Overview of Grant Anticipation Financing BART Replacement Railcar Financing

Programming and Allocations Committee

July 12, 2023

Derek Hansel



METROPOLITAN
TRANSPORTATION
COMMISSION

San Francisco Bay Area Transit Funding Context

MTC is committed to investment in State of Good Repair and Capacity Expansion

- Regional transit operator capital needs exceed available funding in the near-term due to BART demands in next two years
- Regional MPO is working with operators on delivering projects faster than FTA Formula grant funds can pay for them
 - Timely project delivery will require intermediate funding or projects will be delayed
 - Project delays result in project cost inflation

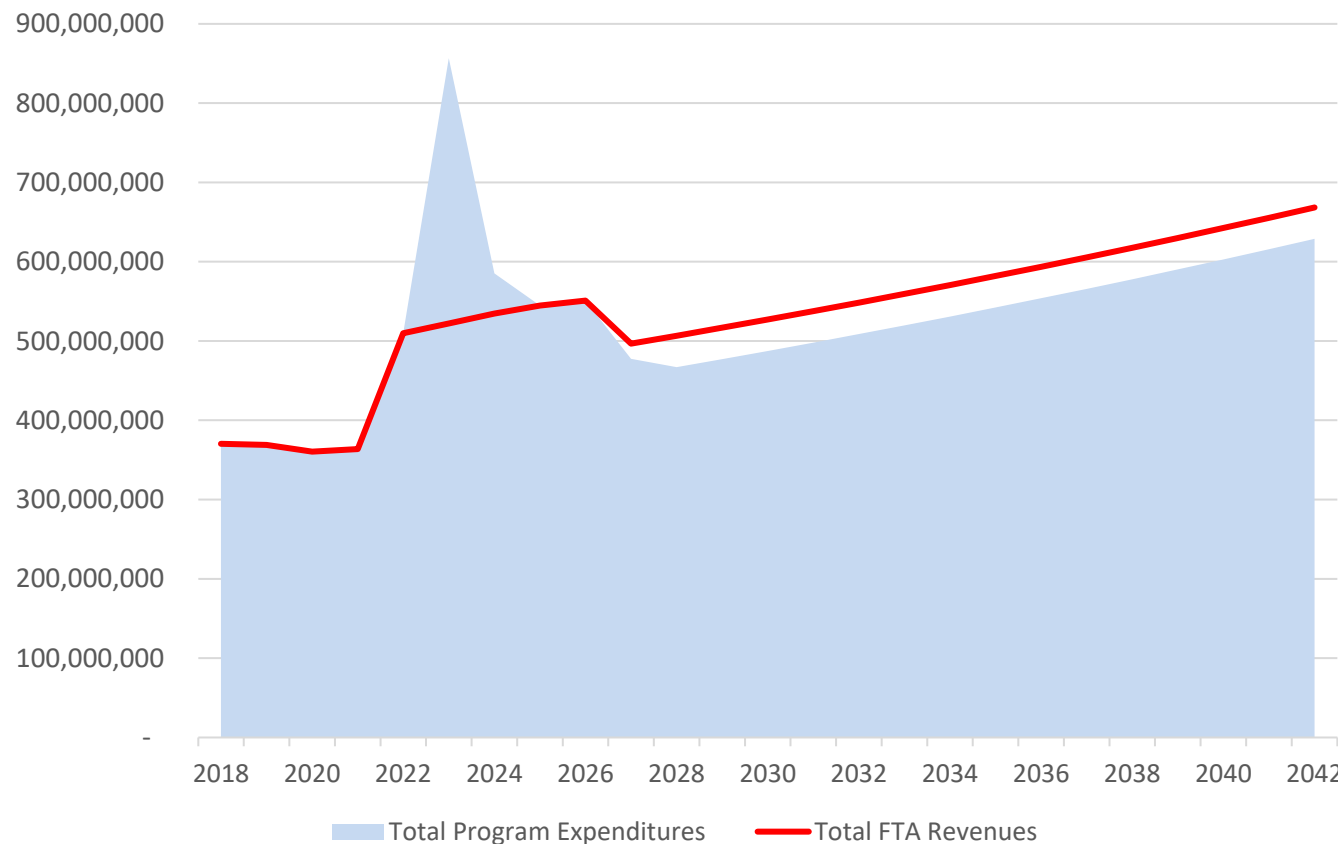
FYs 2023 and 2024 TCP Programming Need vs. Apportionments (\$ in millions)

	FY 2023	FY 2024	Total
FTA Apportionments*	\$ 522	\$ 535	\$ 1,057
BART Railcar Replacements	\$ 372	\$ 61	\$ 433
SFMTA Light Rail Vehicles	\$ 116	\$ 157	\$ 273
Samtrans Bus Procurements	\$ 36	\$ 59	\$ 95
AC Transit Bus Procurements	\$ 19	\$ 11	\$ 30
GGBHTD Ferry Replacement	\$ 4	\$ 12	\$ 16
Fixed Guideway State of Good Repair	\$ 115	\$ 130	\$ 246
Other (ADA, ZEB, PM, Other Vehicles)	\$ 194	\$ 156	\$ 350
Total Programming Need	\$ 857	\$ 585	\$ 1,442
<i>Delta (Financing Need)**</i>	\$ 335	\$ 51	\$ 385

*BART-eligible UZAs

**Depending on apportionments, BART Railcar Replacement project needs, and other regional needs, additional financing could be required to meet BART Railcar Replacement project needs in FY2025 through 2028.

Regional Transit Project Needs and Expected FTA Grant Revenue



Financing can advance future FTA formula funds to meet funding needs and expedite project delivery

- Accelerate delivery of the Transit Capital Priorities and optimize timing of project funding
- Allow for funding of large projects while not deferring other critical needs
- Provide cost-effective funding

MTC's roles allow it to program and allocate federal grant receipts for debt service

- Proposed structure utilizes elements previously approved by FTA and currently leveraged by many major transit agencies
- In the future, structure could be utilized by MTC as needed to advance other transit operator projects
- Obligations secured by FTA Formula Funds programmed by MTC in its role as Designated Recipient

Proposed Financing would address BART Rail Car Replacement Project

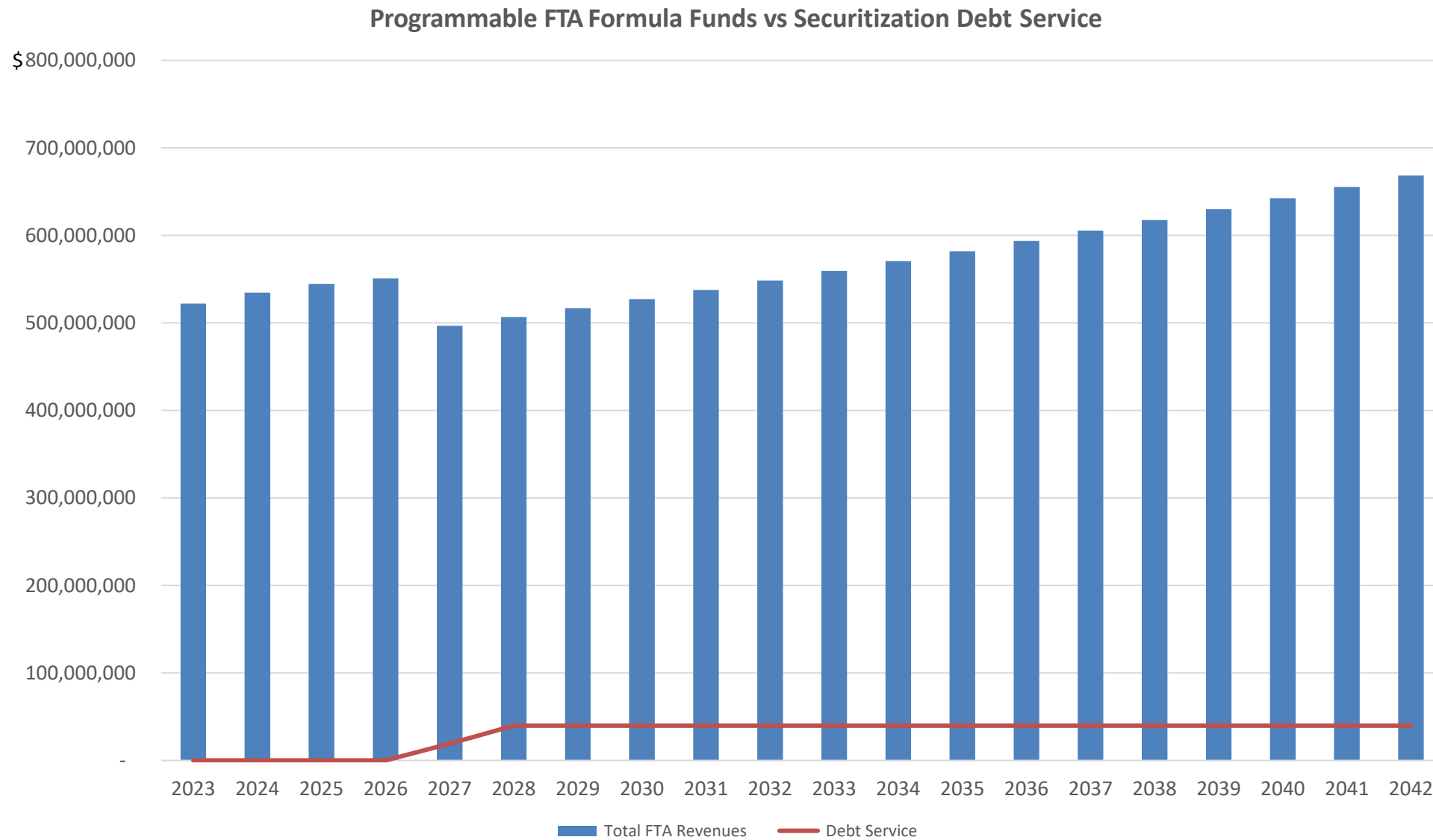
- Project is the largest near-term Bay Area project and a top need
- BART is eligible for §5307 and §5337 grants in multiple urbanized areas creating the largest “bucket” of direct funding to securitize and provide high levels of debt repayment coverage (allowing for more cost-effective borrowing)
- Financing structure will utilize a short-term bank revolving line of credit with a fixed-rate takeout
- Flexibility to establish broad regional financing program in the future

BART Replacement Railcar Financing

- Replacement of 775 railcars at a cost of approximately \$1 billion
- Currently over 500 cars are in service
- MTC anticipates financing in order to meet BART's cashflow needs as railcars are replaced, and holds an FTA Letter of New Prejudice for this plan
- Project needs likely to be met through combination of direct 5307/5337 programming and financing proceeds.
- BART remains the direct recipient responsible for project delivery



Estimated FTA Formula Funds will Provide Significant Coverage



*Debt Service Assumes 4.5% interest rate
Revenues and Debt Service are PRELIMINARY AND SUBJECT TO CHANGE*

Programmable FTA 5307 and 5337 Formula Funds Breakdown FY23-FY42

Formula Grant	SFO UZA	Concord UZA	Antioch UZA	Total
(%)	80%	16%	4%	\$11.4B

MTC's role as Designated Recipient, MPO and Direct Recipient puts MTC in a position to manage the current financing and a future regional securitization program

- As Designated Recipient, MTC allocates FTA Formula Funds to Direct Recipients
- As a Direct Recipient, MTC can receive programmed FTA Formula Funds
- Able to program and allocate FTA Formula Fund grant receipts to debt service
- MTC prioritizes project delivery in line with regional transportation plan (Plan Bay Area)
 - Projects that cross UZA's and may qualify for multiple formula funding programs
 - MTC's ability to program more FTA Formula Funds maximizes flexibility and credit strength for any financing

Bay Area Infrastructure Financing Authority ("BAIFA") is a joint powers agency under State law established by MTC and BATA under a Joint Powers Agreement

- BAIFA and MTC will enter into a transit funding agreement
- BAIFA will advance funds to BART for the project
- BAIFA debt will be repaid by FTA Formula Funds programmed annually by MTC for repayment of BAIFA Obligations

Issuer

Bay Area Infrastructure Financing Authority (BAIFA)

Key Documents

Letter of No Prejudice (FTA to MTC)

- Allows for Project to be eligible for Advance Construction
- Outlines terms/conditions under which debt service is an eligible expense for formula grants

Transit Funding Agreement (BAIFA and MTC)

- Obligates MTC to set Programmed FTA Formula Funds to debt service first before any funds are programmed for projects

Regional Transit Funding Tax & Regulatory

Agreement (Current Agreement Between BART and MTC)

- Obligates BART to fulfill all terms/conditions of each grant agreement and the Letter of No Prejudice
- Obligates BART to take actions/refrain from actions to ensure tax-exempt status of obligations

Security Pledges

MTC

- MTC will program first dollars to debt service
- Creates coverage based on total apportionments for all 3 Urbanized Areas
- Remainder of FTA Formula Funds in excess of debt service will be programmed to projects

BART

- A covenant to comply with RTF Tax & Regulatory Agreement and maintain FTA grant eligibility

BAIFA

- Submit invoice to MTC equal to BAIFA Obligation debt service
- No commitment of any other funds (unless otherwise previously pledged to debt holders)

Proposed Timetable

Date	Activity
July 12, 2023	MTC Programming and Allocations Committee Presentation
July 26, 2023	BAIFA Board Meeting Presentation
July/August	Finalize term sheet negotiations with lender
	Finalize documents
August/September	BART Board (as needed)
Tuesday, September 19	Substantially final documents, Good Faith Estimates, and presentation due for September 27th BAIFA Meeting
Wednesday, September 27	MTC Board Meeting to Approve 2023 FTA financing BAIFA Board Meeting to approve 2023 FTA financing
Week of October 2	Finalize initial borrowing amount, structure and pricing
	Circulate numbers for closing documents
Week of October 9	Pre-Closing
	Closing



Metropolitan Transportation Commission

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San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0926 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 6/9/2023 **In control:** Programming and Allocations Committee

On agenda: 7/12/2023 **Final action:**

Title: California Transportation Commission (CTC) and State Funding Programs Update

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

Sponsors:

Indexes:

Code sections:

Attachments: [4b_23-0926_CTC_and_State_Funding_Programs_Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

California Transportation Commission (CTC) and State Funding Programs Update

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

Presenter:

Karl Anderson

Recommended Action:

Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 12, 2023

Agenda Item 4b - 23-0926

California Transportation Commission (CTC) and State Funding Programs Update

Subject:

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

Background:

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

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

June CTC Emergency Meeting (June 2, Virtual Only)

The CTC held an emergency meeting on Friday June 2, 2023, in response to the federal debt ceiling deal that included a rescission of nearly \$300 million statewide in unobligated Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds managed by the Federal Highway Administration (FHWA). The CTC approved policy and program changes to state funding programs where CRRSAA funds were included. CTC also approved lump sum and project specific allocations including one STIP project in San Mateo County. The

CTC actions from this meeting enabled CTC staff, Caltrans, MTC staff, and local sponsors to obligate \$43 million in CRRSAA funding in the Bay Area prior to the rescission. CTC staff and Caltrans are working to reconcile all the actions following the CTC meeting and will provide an update on all the actions at the August CTC meeting.

June CTC Meeting (June 28-29, Suisun City)

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

Senate Bill 1 Competitive Programs Adoption

The CTC adopted CTC staff recommendations for programming \$1.7 billion statewide in three SB1 competitive programs: the SCC Program, TCEP, and LPP Competitive Program (LPP-C). The Bay Area received \$363 million in new SB1 money for 10 projects. The amount of money going to Bay Area projects represents 21% of the entire amount available statewide. The recommendations recognize the Bay Area’s nominations are critical to implementing state and regional goals, including reducing greenhouse gas emissions and providing an alternative to single-occupant vehicles. MTC will work closely with our county and state counterparts to ensure successful delivery of these projects, which are listed in county order in the table below.

County	Project	Award (\$M)	SB1 Program
Alameda	East Bay Greenway Multimodal - North Segment Project Phase 1	\$39	SCC
Alameda	Port of Oakland Green Power Microgrid	\$42	TCEP
Alameda	TOWN Rail Safety Improvements	\$30	TCEP
Alameda	Oakland Alameda Access Project	\$25	LPP-C
Contra Costa	I-80 San Pablo Dam Rd. Interchange Improvements Ph 2	\$20	TCEP
San Mateo	SamTrans Emission Zero Project	\$15	LPP-C
Santa Clara	Mountain View Transit Center Grade Separation and Access Project	\$25	LPP-C
Solano	Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility	\$129	TCEP

Sonoma	SMART Windsor Rail System Extension Project	\$30	SCC
Sonoma	US 101/Hearn Ave Regional Multimodal Interchange	\$9	LPP-C
Total		\$363	

MTC submitted a letter to CTC Chair Lee Ann Eager supporting CTC’s staff recommendations on June 23rd. The letter is attached to this memo as information.

2024 State Transportation Improvement Program Draft Fund Estimate

CTC received the draft 2024 STIP Fund Estimate (FE), which will guide the programming of STIP funds. The 2024 STIP is expected to provide about \$239 million in new programming capacity to the region. Like previous STIP cycles, the CTC is expected to adopt the STIP FE and Guidelines in August 2023, and MTC will submit proposals for the regional portion of the STIP (i.e. the Regional Transportation Improvement Program (RTIP)) by December 15, 2023. MTC staff will work with the County Transportation Agencies on developing the RTIP Guidelines this Summer, with the Commission considering adoption of the RTIP Guidelines in September 2023.

Allocations, Extensions, and Amendments.

The CTC approved the following:

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

- Funding allocations for three STIP projects in Solano (2) and Sonoma Counties.
- Funding allocation for eleven Local Partnership Formulaic Program (LPP-F) projects in Alameda, Contra Costa County (4), Marin (2), San Francisco, San Mateo, Santa Clara, and Sonoma Counties.
- Funding allocations for multiple phases of one ATP project in Contra Costa County.
- Funding allocations for two TIRCP projects sponsored by the Cities of Cupertino and Petaluma.
- Funding allocation for one Short Line Rail Improvement Program (SLRIP) project sponsored by Sonoma-Marin Area Rail Transit (SMART).

Extensions.

- Project allocation extension for one STIP project in Contra Costa County.
- Project allocation extension for four LPP-F projects in Contra Costa, Napa, San Francisco, and Sonoma Counties.
- Project allocation extension for three ATP projects in San Francisco, Santa Clara, and Solano Counties.
- Project award extension for one ATP in Santa Clara County.
- Project expenditure extension for one TCEP project in Solano County.

Amendments.

- Program amendments to seven STIP projects for action in Contra Costa (3), San Mateo, Santa Clara, and Sonoma (2) Counties.
- Allocation amendment to one SCC project in Alameda County.
- Allocation amendment to one TCEP project in Solano County.
- Funding distribution amendment for San Francisco County in the LPP-F.
- Program amendment to add two LPP-F projects in Napa County.

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

Commission Changes

The CTC appointed Tanisha Taylor as the Commission's new executive director effective Wednesday, June 28.

Next Steps:

The next CTC meeting is scheduled for August 16-17, 2023, to be held in San Diego and online.

Issues:

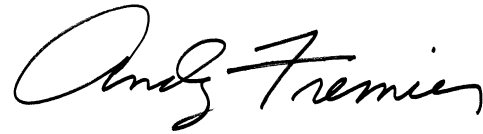
None identified.

Recommendations:

Information. No action required.

Attachments:

Letter of Support to CTC Chair Lee Ann Eager

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

Andrew B. Fremier



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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June 26, 2023

Alfredo Pedroza, Chair
Napa County and Cities

Nick Josefowitz, Vice Chair
San Francisco Mayor's Appointee

Margaret Abe-Koga
Cities of Santa Clara County

Eddie Abn
San Francisco Bay Conservation
and Development Commission

David Canepa
San Mateo County

Cindy Chavez
Santa Clara County

Carol Dutra-Vernaci
Cities of Alameda County

Dina El-Tawansy
California State
Transportation Agency

Victoria Fleming
Sonoma County and Cities

Dorene M. Giacopini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Matt Maban
San Jose Mayor's Appointee

Nate Miley
Alameda County

Stephanie Moulton-Peters
Marin County and Cities

Sue Noack
Cities of Contra Costa County

Gina Papan
Cities of San Mateo County

David Rabbitt
Association of Bay Area Governments

Hillary Ronen
City and County of San Francisco

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

James P. Spering
Solano County and Cities

Sheng Thao
Oakland Mayor's Appointee

Andrew B. Fremier
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Brad Paul
Deputy Executive Director,
Local Government Services

Lee Ann Eager, Chair
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

RE: Senate Bill 1 Competitive Programs Staff Recommendations – Letter of Support

Dear Chair Eager:

On June 8, the California Transportation Commission (CTC) staff released its recommendations for the proposed programming of three Senate Bill 1 (SB1) competitive programs: the Solutions for Congested Corridors (SCC) Program, Trade Corridor Enhancement Program (TCEP), and Local Partnership Competitive Program (LPP-C). The Metropolitan Transportation Commission (MTC) offers its strong support for the project lists proposed by CTC staff. MTC thanks the CTC staff for their hard work, and believes their recommendations represent a geographically equitable list of projects that balances state goals of greenhouse gas emissions reduction, traveler and goods movement connectivity, and promotion of alternative modes to single-occupant vehicles.

MTC and our Bay Area partners took a comprehensive approach to select the region's nominations for the SCC and TCEP programs. The approach included adoption of prioritization principles that promote early project delivery and advance state and regional goals. MTC used these principles to select and rank, where appropriate, project nominations to forward to the CTC. All nominated projects are consistent with and further the goals of *Plan Bay Area 2050*, the Bay Area's current Regional Transportation Plan/Sustainable Communities Strategy.

The ten Bay Area projects recommended for SB1 funding will leverage multiple times more federal, regional, and local funds and create much-needed transportation jobs during the current pandemic. The recommended Bay Area projects are:

- East Bay Greenway Multimodal - North Segment Project Phase 1 is a longstanding community vision for a regional trail facility connecting along the Bay Area Rapid Transit (BART) corridor in Central and Southern Alameda County. The \$39 million in SCC funds will complete the funding plan and leverage \$20 million in regional Active Transportation Program Cycle 6 funding for the project. Construction can begin in fiscal year 2025.
- SMART Windsor Rail System Extension Project includes a new passenger rail station at the Town of Windsor, the thirteenth station in the SMART system, near transit-oriented Downtown Windsor, the Windsor Town Green, and within a 390-acre Station Area Plan expecting 1,230 new residential units. The \$30 million in SCC funds will complete the funding plan and leverage \$40 million in Regional Measure 3 toll funding for the project. Construction can begin in 2024.

- Port of Oakland Green Power Microgrid will enable the Port to support a high number of electric vehicles, increase the renewable energy mix available to the Port and surrounding communities. The \$42 million in TCEP funds will complete the funding plan. Construction can begin in 2024.
- TOWN Rail Safety Improvements will reconstruct and upgrade three at-grade crossings at Market Street, Martin Luther King Jr. Way, and Clay Street to current standards, including new railroad and pedestrian crossing arms and equipment, directional signage, pavement delineation, and intersection lighting. The \$30 million in TCEP funds will complete the funding plan. Construction can begin in fiscal year 2025.
- I-80 San Pablo Dam Rd. Interchange Improvements Ph. 2 will construct McBryde connector road, reconstruct SPDR overcrossing and ramps, construct Wildcat Creek Bridge, widen SPDR and realign Amador Street & add missing sidewalks east of SPDR interchange. The \$20 million in TCEP funds will complete the funding plan for the right-of-way phase and leverage \$4 million in State Transportation Improvement Program funding. Construction can begin in 2025.
- Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility will replace the existing, dated, and under capacity westbound scales with a new and modernized facility located approximately 0.7 miles east from its current location in Cordelia. The \$129 million in TCEP funds will complete the funding plan. Construction can begin in 2024.
- LPP-C funds will complete four Bay Area projects: Oakland Alameda Access Project in Alameda (\$25 million LPP-C); SamTrans Emission Zero Project in San Mateo (\$15 million LPP-C); Mountain View Transit Center Grade Separation and Access Project in Santa Clara County (\$25 million LPP-C); and US 101/Hearn Ave Regional Multimodal Interchange in Sonoma County (\$9 million LPP-C)

While not all nominated projects were recommended for funding due to requests far exceeding limited available resources, the staff recommendations strike a good balance among transportation needs, environmental sensitivities, and geographic considerations. MTC appreciates your staff's collaboration and dedication in developing program guidelines through an open and inclusive process, and evaluating all nominations fairly based on criteria established in the guidelines.

MTC looks forward to working with project sponsors, the Commission, and Caltrans to deliver these critical transportation improvement projects across the San Francisco Bay Area region. Please contact Theresa Romell, Director of Funding Policy and Programs, at 415-778-6772 or via email at tromell@bayareametro.gov if you need further information.

Sincerely,



Andrew B. Fremier
Executive Director

cc: Toks Omishakin, Secretary, California State Transportation Agency
Tanisha Taylor, Interim Executive Director, California Transportation Commission
Tony Tavares, Director, California Department of Transportation