



Metropolitan Transportation Commission

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

Meeting Agenda

Metropolitan Transportation Commission

Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair

Wednesday, December 20, 2023

9:35 AM

Yerba Buena Conference Room - 1st Floor

This meeting shall consist of a simultaneous teleconference call at the following location(s):
Pinole Public Library, 2935 Valley Road, Pinole, CA 94564, and
Santa Rosa City Council, 100 Santa Rosa Ave, Room 10, Santa Rosa, CA 95401

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Yerba Buena Conference 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.

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/89076121671>

iPhone One-Tap: US:

+13462487799,,89076121671# US (Houston)

+16694449171,,89076121671# US

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

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

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International numbers available: <https://bayareametro.zoom.us/j/89076121671>

Detailed instructions on participating via Zoom are available at:

<https://bayareametro.zoom.us/j/89076121671>

<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 and agenda item number 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.

Roster

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

1. Call to Order / Roll Call / Confirm Quorum

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

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcement (Clerk)

4. Chair's Report

- 4a. [23-1451](#) MTC Resolution No. 4627. Resolution of Appreciation for Carol Kuester on the occasion of her retirement from MTC.

Action: Commission Approval

5. Policy Advisory Council Report

- 5a. [23-1502](#) Policy Advisory Council Report

Action: Information

Attachments: [5a 23-1502 December 2023 Policy Advisory Council Report.pdf](#)

6. Executive Director's Report

- 6a. [23-1501](#) Executive Director's Report

Action: Information

7. Commissioner Comments

8. Consent Calendar

- 8a. [23-1481](#) Approval of Commission Minutes of the November 15, 2023 Meeting

Action: Commission Approval

Attachments: [8a 23-1481 Nov 15 2023 Draft Commission Meeting.pdf](#)

Administration Committee

- 8b. [24-0002](#) MTC Resolution No. 4358, Revised - ABAG Operational Advance for Liquidity and Cash Flow

Action: Commission Approval

Presenter: Derek Hansel

Attachments: [8b 24-0002 Summary Sheet MTC Reso 4358 ABAG Operational Advance](#)
[8b 24-0002 MTC Resolution No 4358.pdf](#)

Programming and Allocations Committee

- 8c. [22-1774](#) MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-23.

Action: Commission Approval

Presenter: John Saelee

Attachments: [8c 22-1774 Summary Sheet TIP Amendment 2023-23.pdf](#)
[8c 22-1774 Attachment 1 Summary Report Amended Projects.pdf](#)
[8c 22-1774 MTC Resolution 4545.pdf](#)

- 8d. [23-1413](#) MTC Resolution No. 4510, Revised. Transit Capital Priorities Policy and Program Revisions FYs 2021-22 - 2023-24.

Action: Commission Approval

Presenter: Margaret Doyle

Attachments: [8d 23-1413 Summary Sheet TCP Policy and Program Revisions.pdf](#)
[8d 23-1413 MTC Resolution 4510.pdf](#)

- 8e.** [23-1415](#) MTC Resolution Nos. 4620 and 4588, Revised. FY2023-24 STA-State of Good Repair Allocations and Project List Revision.
- Action:** Commission Approval
- Presenter:** Terence Lee
- Attachments:** [8e 23-1415 Summary Sheet State of Good Repair Allocations.pdf](#)
 [8e 23-1415 MTC Resolution 4620.pdf](#)
 [8e 23-1415 MTC Resolution 4588.pdf](#)
 [2d 23-1415 MTC Resolution 4620.pdf](#)
-
- 8f.** [23-1449](#) MTC Resolution Nos. 4571, Revised, 4624, and 4626. Allocation of \$13.3 million in FY2023-24 State Transit Assistance (STA), Five Percent Unrestricted State Fund Revenue, and Regional Measure 3 funds to the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and MTC to support transit operations and capital projects in the region.
- Action:** Commission Approval
- Presenter:** Luis Garcia
- Attachments:** [8f 23-1449 Summary Sheet Allocations to WETA and MTC.pdf](#)
 [8f 23-1449 MTC Resolution 4571.pdf](#)
 [8f 23-1449 MTC Resolution 4624.pdf](#)
 [8f 23-1449 MTC Resolution 4626.pdf](#)
-
- 8g.** [23-1416](#) MTC Resolution Nos. 4594, Revised; 4613, Revised; and 4615. Allocation of \$16.8 million in Regional Measure 3 (RM3) capital funds to Solano Transportation Authority (STA), Alameda-Contra Costa Transit District (AC Transit), and San Francisco Municipal Transportation Agency (SFMTA)
- Action:** Commission Approval
- Presenter:** Julieth Ortiz
- Attachments:** [8g 23-1416 Summary Sheet STA ACTransit SFMTA Allocations.pdf](#)
 [8g 23-1416 Attachment A RM3 Plan Tracker.pdf](#)
 [8g 23-1416 Attachment B RM3 Allocation Project Summary.pdf](#)
 [8g 23-1416 MTC Resolution 4594.pdf](#)
 [8g 23-1416 MTC Resolution 4613.pdf](#)
 [8g 23-1416 MTC Resolution 4615.pdf](#)

- 8h. [23-1419](#) MTC Resolution Nos. 3989, Revised; 4202, Revised; and 4505, Revised. Various revisions to the One Bay Area Grant programs (OBAG 2 and 3) and MTC exchange program, including reprogramming \$4.9 million within the OBAG 3 Regional and County and Local Programs as part of a fund source exchange for the San Francisco County Transportation Authority's (SFCTA's) Yerba Buena Island Multi-Use Path and reprogramming \$2.7 million to two projects within the OBAG 2 Solano County Program.

Action: Commission Approval

Presenter: Thomas Arndt

Attachments: [8h 23-1419 Summary Sheet OBAG2and3 Exchange Program.pdf](#)
[8h 23-1419 MTC Resolution 3989.pdf](#)
[8h 23-1419 MTC Resolution 4202.pdf](#)
[8h 23-1419 MTC Resolution 4505 Updated.pdf](#)

- 8i. [23-1440](#) MTC Resolution Nos. 4519, Revised, and 4529, Revised. An update to the Transit Transformation Action Plan Program of Projects to program approximately \$1.8 million in State Transit Assistance (STA) Population-Based Funds to the Mapping & Wayfinding Standards project and \$25,000 in STA Revenue-Based Exchange Funds to support Transit Priority activities. Update to Attachment A of MTC Resolution No. 4529 to clarify eligible activities for the November 2023 allocations to AC Transit and BART, and to allocate \$25,000 to support Transit Priority activities.

Action: Commission Approval

Presenter: Allison Quach

Attachments: [8i 23-1440 Summary Sheet Transit Transformation Action Plan.pdf](#)
[8i 23-1440 MTC Resolution 4519.pdf](#)
[8i 23-1440 MTC Resolution 4529.pdf](#)

- 8j. [23-1495](#) MTC Resolution No. 4625. Adoption of the \$11.7 million FY2023-24 Regional Measure 3 (RM3) Operating Program.

Action: Commission Approval

Presenter: Raleigh McCoy

Attachments: [8j 23-1495 Summary Sheet FY24 RM3 Operating Program.pdf](#)
[8j 23-1495 MTC Resolution 4625.pdf](#)

Committee Report

9. Joint MTC ABAG Legislation Committee (Canepa)

9a. [24-0050](#) Regional Transportation Revenue Measure Update

Update on a potential 2026 regional transportation revenue measure, including results of stakeholder engagement, public outreach (as well as voter opinion research), a proposed vision, goal and focus areas, expenditure priorities, revenue source options and potential reform concepts that could accompany enabling legislation.

Action: Information

Presenter: Rebecca Long

10. Regional Network Management Committee (Rabbitt)

10a. [23-1422](#) MTC Resolution No. 4622: Regional Network Management (RNM) Council Charter

Initial work to stand up the Regional Network Management (RNM) Council includes the approval of a Charter.

Action: Commission Approval

Presenter: Melanie Choy

Attachments: [10a 23-1422 Summary Sheet Update to Commission RNM Council Charter](#)
[10a 23-1422 Committee Summary Sheet MTC Res 4622 RNM Council Charter](#)
[10a 23-1422 Attachment A MTC Resolution 4622 Updated.pdf](#)
[10a 23-1422 Attachment B RNM Council Draft FY 23-25 Work Plan.pdf](#)
[10a 23-1422 Attachment C Presentation.pdf](#)
[10a 23-1422 Public Comment Seamless Bay Area.pdf](#)

11. Programming and Allocations Committee (Chavez)

- 11a. [23-1446](#) MTC Resolution 4619, Revised, and Approval of Regional Short-Term Financial Plan for Senate Bill 125 Transit Funding

A request for approval of the Short-Term Financial Plan for the MTC region, which provides documentation required under Senate Bill 125 to the California State Transportation Agency (CalSTA) in exchange for the release of \$1.1 billion in Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP) funding to MTC between FY 2023-24 and FY 2026-27, and associated revision to MTC Resolution 4619.

Action: Commission Approval

Presenter: Theresa Romell

Attachments: [11a 23-1446 Summary Sheet Regional Short-Term Transit Financial Plan.](#)
[11a 23-1446 MTC Resolution 4619.pdf](#)
[11a 23-1446 Attachment A Regional Short-Term Transit Financial Plan.pdf](#)
[11a 23-1446 Attachment B Presentation.pdf](#)

- 11b. [23-1443](#) MTC Resolution No. 4603, Revised. Regional Transportation Improvement Program (RTIP) Policies and Procedures and Program of Projects for the 2024 RTIP

Updates to the 2024 Regional Transportation Improvement Program (RTIP) Policies and Procedures and Program of Projects for the 2024 RTIP, totaling \$226 million in new programming for the Bay Area.

Action: Commission Approval

Presenter: Karl Anderson

Attachments: [11b 23-1443 Summary Sheet 2024 RTIP Program of Projects Revisions.p](#)
[11b 23-1443 Attachment 1 MTC 2024 RTIP Summary.pdf](#)
[11b 23-1443 Attachment 2 MTC 2024 RTIP Programming Summary Char](#)
[11b 23-1443 Attachment 3 Summary 2024 RTIP Changes.pdf](#)
[11b 23-1443 Attachment 4 MTC Resolution 4603.pdf](#)

- 11c.** [23-1417](#) Housing Incentive Pool and Housing Element:
 (i) MTC Resolution No. 4505, Revised. Revisions to MTC's One Bay Area Grant (OBAG 3) Program to update Housing Element compliance requirements.
- (ii) MTC Resolution Nos. 4202, Revised and 4348, Revised. Revisions to MTC's Housing Incentive Pool (HIP) to adopt eligibility and programming guidelines, an update of the final year of the program (2022), and the preliminary list of HIP program standings by jurisdiction (2018-2022).
- Action:** Commission Approval
- Presenter:** Thomas Arndt
- Attachments:** [11c 23-1417 Summary Sheet Update to Commission.pdf](#)
 [11ci 23-1417 Committee Summary Sheet Housing Element Compliance.pdf](#)
 [11ci 23-1417 Attachments 1 and 2 HE Compliance.pdf](#)
 [11cii 23-1417 Committee Summary Sheet Housing Incentive Pool.pdf](#)
 [11cii 23-1417 Attachments 1 and 2 HIP.pdf](#)
 [11cii 23-1417 MTC Resolution 4348 Updated.pdf](#)
 [11cii 23-1417 Presentation Housing Element and Incentive Pool.pdf](#)

12. Closed Session

- 12a.** [24-0088](#) Closed Session Public Comment
- 12b.** [24-0089](#) Closed Session - CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION The Commission met in closed session pursuant to Government Code Section 54956.9(a) and paragraph (2) of subdivision (d) of Government Code Section 54956.9 to confer with counsel regarding significant exposure to litigation: one case.
- 12c.** [24-0090](#) Open Session

13. Public Comment / Other Business

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

14. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission will be held on Wednesday, January 24, 2024 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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

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

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

Accessibility and Title VI: MTC provides interpreter services/ADA accommodation upon request to persons with disabilities and individuals with limited-English proficiency who wish to address Commission matters. To request accommodation, please call (415) 778-6757. For TDD/TTY, call 711 and ask to be relayed to (415) 778-6700. We request at least three working days' notice to accommodate your request.

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-1451 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 11/7/2023 **In control:** Metropolitan Transportation Commission

On agenda: 12/20/2023 **Final action:**

Title: MTC Resolution No. 4627. Resolution of Appreciation for Carol Kuester on the occasion of her retirement from MTC.

Sponsors:

Indexes:

Code sections:

Attachments:

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:
MTC Resolution No. 4627. Resolution of Appreciation for Carol Kuester on the occasion of her retirement from MTC.

Recommended Action:
Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-1502 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 11/16/2023 **In control:** Metropolitan Transportation Commission

On agenda: 12/20/2023 **Final action:**

Title: Policy Advisory Council Report

Sponsors:

Indexes:

Code sections:

Attachments: [5a_23-1502_December_2023_Policy_Advisory_Council_Report.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:
Policy Advisory Council Report

Recommended Action:
Information



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 5a

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

Date: December 20, 2023
To: Metropolitan Transportation Commission (MTC)
From: MTC Policy Advisory Council Chair, Randi Kinman
Regarding: December 2023 Council Report to Commission

Summary:

This memo provides a summary of the activity of the Policy Advisory Council (Council) over the previous two months.

October 27, 2023 Meetings

The Council met on October 27, 2023. The following items were reviewed:

- Plan Bay Area 2050+: Round 1 Engagement Findings, Draft Core Planning Assumptions, and Draft Blueprint Strategy Refinements
- Draft 2024 MTC and ABAG Joint Advocacy Program
- Draft 2023-2026 MTC Capital Program

The Council provided feedback on the Plan Bay Area 2050+ materials, including the Round 1 engagement findings, draft core planning assumptions, and draft blueprint strategy refinements.

There is a suite of programs that is meant to ensure PBA 2050+ meets all goals for sustainability and equity. However, the council remains concerned because the only portion of the suite they are heavily involved with is the NextGen Freeway Study. As this study develops, there are a number of questions that haven't been answered, mitigations that haven't been studied and financial analyses that have not been assessed. We understand there will be future work, we look forward to participating in these conversations, but we remain concerned that these issues are not following a parallel track or have a timeline for study.

The Council also provided feedback on the draft 2024 MTC and ABAG Joint Advocacy Program and the draft 2023-2026 MTC Capital Program.

In addition, the **Regional Network Management Customer Advisory Group (Advisory Group)** met for the first time. The Advisory Group was reconstituted from the previous Transit Transformation Action Plan (TAP) Subcommittee. After a brief staff orientation, the Advisory Group was provided an update on the Bus Accelerated Infrastructure Delivery (BusAID) Program: Draft Scoring Criteria.

November 17 Meeting Canceled

The Council & Equity and Access Subcommittee meetings scheduled for November 17, 2023 were canceled due to disruptions related to the Asia Pacific Economic Conference (APEC) hosted in San Francisco that week. However, the following materials were shared with Council Members:

- Policy Advisory Council:
 - Regional Transportation Revenue Measure Update
 - Bay Area Near-Term Transit Shortfalls, Funding, and Accountability
- Equity and Access Subcommittee
 - Regional Transit Connection (RTC) Program Update
 - Transformation Action Plan Action 22, One-Seat Ride Pilot Program - Draft Concepts

The Council Members were able to review and provide feedback on these materials, before and during the December 15, 2023 Council meeting.

December 15, 2023

The Council met again on December 15 to receive an update on Plan Bay Area 2050+ Draft Blueprint, and also opened up nominations for the 2024-2025 leadership terms for the Policy Advisory Council Chair and Vice Chair positions. Those leadership elections are set to take place at the January Council meeting.

The Equity and Access Subcommittee also met and were provided with a progress report on the One-Seat Ride Pilot Program (Action 22 of the Transformation Action Plan).

If you have any questions, please do not hesitate to contact me.

-Randi Kinman

Chair, Policy Advisory Council



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-1501 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 11/16/2023 **In control:** Metropolitan Transportation Commission

On agenda: 12/20/2023 **Final action:**

Title: Executive Director's Report

Sponsors:

Indexes:

Code sections:

Attachments:

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:
Executive Director's Report

Recommended Action:
Information



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-1481 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 11/15/2023 **In control:** Metropolitan Transportation Commission

On agenda: 12/20/2023 **Final action:**

Title: Approval of Commission Minutes of the November 15, 2023 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [8a_23-1481_Nov_15_2023_Draft_Commission_Meeting.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

Approval of Commission Minutes of the November 15, 2023 Meeting

Recommended Action:

Commission Approval



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

Meeting Minutes

Metropolitan Transportation Commission

Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair

Wednesday, November 15, 2023

9:35 AM

HYBRID from Yerba Buena Conference Room

Chair Pedroza called the meeting to order.

1. Roll Call / Confirm Quorum

Present: 14 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Mahan, Commissioner Moulton-Peters, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, and Commissioner Spering

Absent: 4 - Vice Chair Josefowitz, Commissioner Miley, Commissioner Noack, and Commissioner Thao

Commissioner Ronen was absent during roll call and arrived during agenda item 9a and Commissioner Mahan was absent during roll call and arrived during agenda item 10a.

Non-Voting Commissioner Present: Commissioner Giacomini and Commissioner Schaaf

Non-Voting Commissioner Absent: Commissioner El-Tawansy

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcement (Clerk)

4. Chair's Report

5. Policy Advisory Council Report

Randi Kinman, Policy Advisory Council Chair, gave the report.

5a. [23-1356](#) Policy Advisory Council Report

Action: Information

6. Executive Director's Report

Andrew Fremier, Executive Director, gave the report.

6a. [23-1357](#) Executive Director's Report

Action: Information

7. Commissioner Comments**8. Consent Calendar**

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

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

Absent: 6 - Vice Chair Josefowitz, Commissioner Mahan, Commissioner Miley, Commissioner Noack, Commissioner Ronen and Commissioner Thao

8a. [23-1358](#) Approval of Commission Minutes of the October 25, 2023 Meetings

Action: Commission Approval

Administration Committee**8b. [23-1281](#) MTC Resolution No. 4577, Revised. FY 2023-24 Overall Work Program (OWP) Amendment No. 1**

Action: Commission Approval

Presenter: Arleicka Conley

Programming and Allocations Committee**8c. [22-1773](#) MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-21.**

Action: Commission Approval

Presenter: John Saelee

8d. [23-1267](#) MTC Resolution Nos. 4519, Revised, and 4529. Updates to the programming and allocation of funds to support the Transit Transformation Action Plan Program of Projects.

Action: Commission Approval

Presenter: Allison Quach

- 8e.** [23-1277](#) MTC Resolution Nos. 3989, Revised and 4505, Revised. Various revisions to the One Bay Area Grant program (OBAG 3) and MTC exchange program, including programming \$6.6 million to MTC for Mapping & Wayfinding and \$1.5 million to MTC for Priority Conservation Area (PCA) Grant Implementation.
- Action:** Commission Approval
- Presenter:** Thomas Arndt
-
- 8f.** [23-1278](#) MTC Resolution No. 4570, Revised. Allocation of \$9.1 million in FY2023-24 Transportation Development Act (TDA) funds to the City of Vacaville to support transit operations and capital projects in the region.
- Action:** Commission Approval
- Presenter:** Luis Garcia
-
- 8g.** [23-1279](#) MTC Resolution No. 4568, Revised. Updates the FY2023-24 Regional STA Program to add \$850,000 to support Clipper 2 project delivery.
- Action:** Commission Approval
- Presenter:** Crystal Giang
-
- 8h.** [23-1283](#) MTC Resolution No. 4604. MTC's Community Action Resource and Empowerment (CARE) Program
- Action:** Commission Approval
- Presenter:** Judis Santos

Committee Report

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

- 9a. [23-1287](#) MTC Resolution No. 4618 and ABAG Resolution No. 15-2023: Priority Sites Approval

Background information on the Priority Sites program and request that the Committee refer MTC Resolution No. 4618 to the Commission for approval and ABAG Resolution No. 15-2023 to the Executive Board for approval. Following approval, projects on adopted Priority Sites will be eligible for current and potential future funding and technical assistance and will be integrated into relevant Plan Bay Area 2050+ strategies.

Action: Commission Approval

Presenter: Mark Shorett

Commissioner Ronen arrived during agenda item 9a.

Upon the motion by Commissioner Spering and seconded by Commissioner Glover, the Commission unanimously adopted MTC Resolution No. 4618. The motion carried by the following vote:

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

10. Administration Committee (Papan)

- 10a. [23-1280](#) MTC Resolution No. 4576, Revised. FY 2023-24 Operating and Capital Budgets Amendment No. 1

A request for approval of MTC Resolution No. 4576 Revised, authorizing amendments to the MTC Operating and Capital Budgets for FY 2023-24.

Action: Commission Approval

Presenter: Derek Hansel

Commissioner Mahan arrived during agenda item 10a.

Upon the motion by Commissioner Papan and seconded by Commissioner Spering, the Commission unanimously approved MTC Resolution No. 4576, Revised. The motion carried by the following vote:

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

11. Programming and Allocations Committee (Chavez)

- 11a.** [23-1284](#) MTC Resolution Nos. 4609, 4612, 4613, and 4614. Allocation of \$154.1 million in Regional Measure 3 (RM3) capital funds to the Metropolitan Transportation Commission (MTC), the Transbay Joint Powers Authority (TJPA), the Alameda-Contra Costa Transit District (AC Transit) and the Water Emergency Transportation Authority (WETA)

Recommended allocation of a total \$154.1 million in RM3 capital funds to the Metropolitan Transportation Commission (Clipper 2.0), the Transbay Joint Powers Authority (Downtown Rail Extension Project “The Portal”), the Alameda-Contra Costa Transit District (AC Transit Rapid Bus Improvements: Telegraph Rapid Corridor Project) and the Water Emergency Transportation Authority (Ferry Expansion Program: Mission Bay Landing).

Action: Commission Approval

Presenter: Julieth Ortiz

Upon the motion by Commissioner Chavez and seconded by Commissioner Papan, the Commission unanimously adopted MTC Resolution Nos. 4609, 4612, 4613, and 4614. The motion carried by the following vote:

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

11b. [23-1324](#) Bipartisan Infrastructure Law Regional Grant Strategy

Proposed revisions to the Bay Area Regional Priority Project List for the U.S. Department of Transportation (USDOT)-administered Bipartisan Infrastructure Law (BIL) grant programs.

Action: Support / Commission Approval

Presenter: Kenneth Folan / Theresa Romell

Upon the motion by Commissioner Chavez and seconded by Commissioner Mahan, the Commission unanimously approved a support position and the Bipartisan Infrastructure Law Regional Grant Strategy. The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Mahan, Commissioner Moulton-Peters, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Spering

Absent: 4 - Vice Chair Josefowitz, Commissioner Miley, Commissioner Noack and Commissioner Thao

11c. [23-1333](#) MTC Resolution No. 4619. Regional Short-Term Transit Financial Plan Outline and Proposed Distribution of Emergency Operating Funding

Regional short-term transit financial plan that adheres to the SB125 guidelines and includes a proposed distribution of emergency operating funding for Bay Area transit operators facing near term operating shortfalls.

Action: Commission Approval

Presenter: Shruti Hari

The following members of the public were called to speak: Adina Levin, Warren Cushman (Community for Independent Living), Sara Greenwald, and Rally Catapang (SFMTA).

Upon an amended motion by Commissioner Chavez and seconded by Commissioner Mahan, the Commission unanimously adopted MTC Resolution No. 4619 to include the condition that each transit agency board that will receive financial resources from as part of this funding package approves the accountability provisions as set forth in the resolution. The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Mahan, Commissioner Moulton-Peters, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Spering

Absent: 4 - Vice Chair Josefowitz, Commissioner Miley, Commissioner Noack and Commissioner Thao

12. Public Comment / Other Business

Written correspondence was received from Tom Busse and Dale Satre.

Commissioner Schaaf requested that staff address the comments raised in the letter from Tom Busse.

12. [23-1465](#) Public Comment

13. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, December 20, 2023. Any changes to the schedule will be duly noticed to the public.

*****The December meeting is scheduled to take place on the 3rd Wednesday due to the Christmas holiday.*****



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0002 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 11/20/2023 **In control:** Administration Committee

On agenda: 12/13/2023 **Final action:**

Title: MTC Resolution No. 4358, Revised - ABAG Operational Advance for Liquidity and Cash Flow

Sponsors:

Indexes:

Code sections:

Attachments: [8b 24-0002 Summary Sheet MTC Reso 4358 ABAG Operational Advancepdf.pdf](#)
[8b 24-0002 MTC Resolution No 4358.pdf](#)
[2e 24-0002 Summary Sheet MTC Reso 4358 ABAG Operational Advancepdf.pdf](#)
[2e 24-0002 MTC Resolution No 4358.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:
MTC Resolution No. 4358, Revised - ABAG Operational Advance for Liquidity and Cash Flow

Presenter:
Derek Hansel

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Administration Committee****December 13, 2023****Agenda Item 2e - 24-0002****MTC Resolution No. 4358, Revised –
ABAG Operational Advance for Liquidity and Cash Flow**

Subject:

A request that the Committee authorize the referral of MTC Resolution No. 4358, Revised to the Commission for approval to extend the \$10 million ABAG Operational Advance for Liquidity and Cash Flow through December 2025 and to clarify certain terms of the liquidity support and multi-year loans.

Background:

Under the Contract for Services between ABAG and MTC, MTC provides administrative and financial services to ABAG. One unintended consequence of this structure was to create a mismatch between contract payments for grant-funded projects and reimbursement from the granting agencies. To remedy this cash flow mismatch and the subsequent account deficits, starting in FY 2018, MTC Resolution No. 4358 authorized a \$10 million operational advance to be used to provide liquidity between the contract payment and reimbursement period.

Since approval of the operational advance in December 2018 we have eliminated cash deficits in all the ABAG operating and special revenue funds. The liquidity support has been in the following forms:

- FY 2019 \$10 million liquidity support
- FY 2020 \$ 8 million liquidity support and \$2 million multi-year loans
- FY 2020 – MTC Resolution No. 4394 – authorized a loan of up to \$1 million for the ABAG BayREN Water Bill Savings Program (a portion of the \$2 million multi-year loans authorized by MTC Resolution No. 4358, Revised)
- FY 2022 extend the \$8 million liquidity support through December 2023

The liquidity support has proven extremely valuable in eliminating operating deficits particularly related to the timing of payroll and contractor payments and the subsequent grant reimbursement. All the advances have been repaid from subsequent grant payments.

The Water Bill Savings Program currently has a \$250,000 loan outstanding. The loan will be repaid from the utilities regardless of the customer status.

Staff recommends continuation of a \$10 million in ABAG liquidity support through December 2025, including \$2 million for multi-year loans. Multi-year loans for the ABAG BayREN Water Bill Savings Program will be governed by MTC Resolution No. 4394 first approved in October 2019.

Issues:

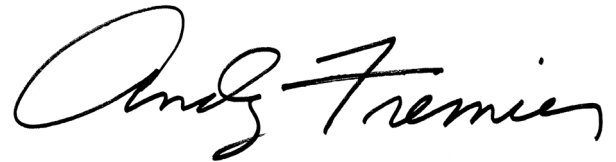
None identified.

Recommendations:

Staff recommends that the Committee refer MTC Resolution No. 4358, Revised to the Commission for approval to authorize extension of the ABAG operational advance program through December 2025.

Attachments:

- MTC Resolution No. 4358, Revised



Andrew B. Fremier

Date: November 28, 2018
W.I.: 1152
Referred by: Administration
Revised: 10/23/19-C
12/15/21-C
12/20/23-C

ABSTRACT

Resolution No. 4358, Revised

This resolution approves the terms and conditions to provide the Association of Bay Area Governments (ABAG) with an operational advance to meet liquidity and cash flow requirements.

This resolution was revised on October 23, 2019 to extend the ABAG Advance program to December 2021 and to authorize up to \$2 million to be used for multi-year loans.

This resolution was revised on December 15, 2021 to extend the \$8 million ABAG Operational Advance for Liquidity and Cash Flow through December 2023.

This resolution was revised on December 20, 2023 to extend the ABAG Advance program through December 2023 in a total amount of \$10 million and to clarify certain terms of the liquidity support and multi-year loans.

Further discussion of this subject is contained in the Administration Committee Summary Sheets dated October 9, 2019, December 8, 2021, and December 13, 2023.

Date: November 28, 2018
W.I.: 1152
Referred by: Administration
Revised: 10/23/19-C
12/15/21-C
12/20/23-C

RE: ABAG Operational Advance

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4358, Revised

WHEREAS, MTC and ABAG extended a Contract for Services effective on May 30, 2017; and

WHEREAS, under the Contract for Services responsibility for ABAG financial services was transferred to MTC effective July 1, 2017; and

WHEREAS, in the process of administering ABAG finances, MTC determined that the volume of grants and contracts payable frequently exceeds the available cash to make timely payments; and

WHEREAS, the delay in processing ABAG payments potentially creates problems in project delivery and delays in reimbursement; and

WHEREAS, MTC proposes to resolve these issues through an advance of funds to be repaid by future grant reimbursements; and

WHEREAS, MTC previously authorized an operational advance to ABAG not to exceed \$10 million including up to \$2 million of funds for longer term project loans; and

WHEREAS, MTC Resolution No. 4394 further authorized a longer term loan of up to \$1 million for the ABAG BayREN Water Bill Savings Program; now, therefore, be it

RESOLVED that MTC agrees to make an operational advance to ABAG not to exceed \$10 million; and be it further

RESOLVED the Executive Director or Chief Financial Officer is directed to set aside \$10 million from any available MTC undesignated reserve; and be it further

RESOLVED that ABAG will be allowed to draw on the advance to meet cash flow needs; and be it further

RESOLVED that MTC authorizes up to \$2 million of the operational advance for longer term project loans; and be it further

RESOLVED that repayment of all advances be secured by grant or other revenue reimbursement; and be it further

RESOLVED that ABAG will not be charged interest through December 31, 2024 for operational advances for liquidity and cash flow needs; and be it further

RESOLVED that ABAG will be charged an interest rate equivalent to the California Pooled Money Investment Account average monthly effective yield beginning January 1, 2025 on any drawn amounts related to operational advances with no charge to be accrued on undrawn amounts; and be it further

RESOLVED that this advance shall be available until December 31, 2025, unless reauthorized in advance by MTC and ABAG subject to any outstanding longer-term project loans; and be it further

RESOLVED that any longer-term loan to ABAG BayREN Water Bill Savings Program be governed by MTC Resolution No. 4394; and be it further

RESOLVED the Executive Director and Chief Financial Officer are directed to report on the status of the advance at least quarterly.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution, revising and superseding the resolution approved on November 28, 2018 was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on December 20, 2023.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-1774 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

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

On agenda: 12/13/2023 **Final action:**

Title: MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-23.

Sponsors:

Indexes:

Code sections:

Attachments: [8c 22-1774 Summary Sheet TIP Amendment 2023-23.pdf](#)
[8c 22-1774 Attachment 1 Summary Report Amended Projects.pdf](#)
[8c 22-1774 MTC Resolution 4545.pdf](#)
[2b 22-1774 Summary Sheet TIP Amendment 2023-23.pdf](#)
[2b 22-1774 Attachment 1 Summary Report Amended Projects.pdf](#)
[2b 22-1774 MTC Resolution 4545.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:
MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-23.

Presenter:
John Saelee

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

December 13, 2023

Agenda Item 2b - 22-1774

MTC Resolution No. 4545, Revised

Subject:

2023 Transportation Improvement Program (TIP) Amendment 2023-23.

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 2023-23 makes revisions to 10 projects with a net funding increase of approximately \$30.6 million. Among other changes this revision will:

- Add seven new projects to reflect changes in the One Bay Area Grant (OBAG) 2 and 3 and Carbon Reduction Program (CRP) programs;
- Update Alameda County Transportation Commission's (ACTC) 7th Street Grade Separation project to change the fund source of \$55 million from Local Sales tax to Regional Measure 3 (RM3) funds and reflect the award of \$13.5M in Port and Freight Infrastructure Program (PFIP) funds; and
- Add one project to the TIP to reflect the award of Community Project Funding/Congressionally Directed Spending (CPF/CDS) funds and update one project to program Repurposed Earmark funds.

The TIP Revision Summary for this amendment is attached (Attachment 1) and is also posted at: <https://mtc.ca.gov/funding/transportation-improvement-program/2023-tip/2023-tip-revisions>.

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

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

Issues:

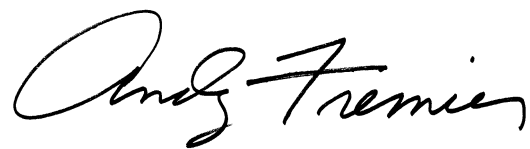
This amendment contains changes that are contingent upon Commission approval of Agenda Item 2i. Only items approved by the Committee will be forwarded to the Commission.

Recommendations:

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

Attachments:

- Attachment 1: Summary Report of Amended Projects for TIP Amendment 2023-23
- MTC Resolution No. 4545, Revised



Andrew B. Fremier

TIP Revision Summary 2023-23

| TIP ID | Sponsor | Project Name | Description of Change | Funding Change (\$) | Funding Change (%) |
|------------------------------|--|---|--|---------------------|--------------------|
| System: Local Road | | | | | |
| ALA170085 | Alameda County Transportation Commission (ACTC) | 7th Street Grade Separation East | Update the funding plan to change the fund source of \$55M in FY23 Local Salestax to FY23 BT-RM3 funds and add \$13.5M in Other State Port and Freight Infrastructure Program funds | \$13,500,000 | 3.7% |
| CC-230221 | Walnut Creek | Ygnacio Valley Road Fiber Infrastructure | Amend a new project into the TIP with \$2.5M in CPFCDs funds and \$326K in Local funds | \$2,846,492 | ~% |
| CC-230222 | Martinez | Downtown Martinez Parking Technology Upgrades | Amend a new project into the TIP with \$875K in CMAQ funds and \$125K in Local General funds | \$1,000,000 | ~% |
| SCL170044 | San Jose | San Jose Pavement Maintenance | Amend this project back into the TIP and reprogram \$959K in prior year STP and \$124K in prior year Local to FY24 | \$0 | 0.0% |
| SOL230206 | Fairfield | East Tabor and Tolenas Sidewalks | Amend a new project into the TIP with \$2.7M in CMAQ funds and \$354K in Local funds | \$3,084,846 | ~% |
| SOL230207 | Solano Transportation Authority (STA) | Bike Trail Pedestrian Improvements | Amend a new project into the TIP with \$250K in CMAQ funds and \$32K in Local funds | \$282,391 | ~% |
| System: Region | | | | | |
| REG230208 | Metropolitan Transportation Commission (MTC) | Incident Management Program | Amend a new project into the TIP with \$4M in CMAQ funds with Toll Credits | \$4,000,000 | ~% |
| System: State Highway | | | | | |
| ALA170046 | Hayward | I-880 I/C Improvements (Winton Ave and A St) | Update the funding plan to change the fund source of \$1.5M in RTP-LRP funds to Local Salestax and Earmark funds. Also reprogram \$800K in Local funds from FY27 to FY25 and \$50K RIP funds from FY23 to FY24 | \$0 | 0.0% |
| System: Transit | | | | | |
| ALA230212 | Alameda Contra Costa Transit District (AC Transit) | Foothill Corridor Planning Study | Amend a new project into the TIP with \$1.5M in STP funds, \$244K in Local Fare funds, and \$450K Other Federal (AoPP) funds | \$2,194,341 | ~% |
| CC-230220 | Contra Costa Transportation Authority (CCTA) | Martinez Amtrak Shared Mobility Hub | Amend a new project into the TIP with \$3M in CRP funds with Toll Credits and \$692K in Local funds | \$3,692,000 | ~% |
| Total Funding Change: | | | | \$30,600,070 | |

TIP Revision Summary

| | Federal | State | Regional | Local | Total | 2023 TIP Only |
|------------------|--------------|---------------|--------------|---------------|---------------|---------------|
| Current: | \$16,642,138 | \$178,230,000 | \$0 | \$258,074,017 | \$452,946,155 | \$270,242,000 |
| Proposed: | \$32,018,138 | \$191,730,000 | \$55,000,000 | \$204,798,087 | \$483,546,225 | \$311,595,021 |
| Delta: | \$15,376,000 | \$13,500,000 | \$55,000,000 | -\$53,275,930 | \$30,600,070 | \$41,353,021 |

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 09/27/23-C
11/15/23-C 12/20/23-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, July 12, 2023, September 13, 2023, November 8, 2023, and December 13, 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 | 7/21/2023 |
| 2023-14 | Admin. Mod | 10 | \$14,370,797 | 7/12/2023 | 7/12/2023 |
| 2023-15 | Amendment | 23 | \$385,376,995 | 7/26/2023 | 8/20/2023 |
| 2023-16 | Admin. Mod | 13 | \$166,228,723 | 8/3/2023 | 8/3/2023 |
| 2023-17 | Admin. Mod | 12 | \$13,460,752 | 8/30/2023 | 8/30/23 |

ABSTRACT

MTC Resolution No. 4475, Revised

Page 2

| | | | | | |
|-------------------------|------------|---------|-----------------|------------|------------|
| 2023-18 | Amendment | 28 | \$216,840,460 | 9/27/2023 | 10/13/2023 |
| 2023-19 | Admin. Mod | 10 | \$160,037,964 | 10/12/2023 | 10/12/2023 |
| 2023-20 | Admin Mod | 6 | -(25,940,418) | 11/6/2023 | 11/6/2023 |
| 2023-21 | Amendment | 13 | \$199,175,087 | 11/15/2023 | Pending |
| 2023-22 | Admin Mod | Pending | Pending | Pending | Pending |
| 2023-23 | Amendment | 10 | \$30,600,070 | 12/20/2023 | Pending |
| Net Funding Change | | 406 | \$4,726,828,871 | | |
| Absolute Funding Change | | | \$4,726,828,871 | | |

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

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 09/27/23-C
11/15/23-C 12/20/23-C

Attachment B
Resolution No. 4545
Page 1 of 10

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

Attachment B
MTC Resolution No. 4545
Page 2 of 10

repurposed earmark funds, \$460,000 in Community Project Funding/Congressionally Directed Spending (CPFCDS), \$17 million in NHPP funds, \$8.5 million in FTA-COVID relief funds and \$22 million in FTA discretionary funding. MTC's 2023 TIP, as revised with Revision No. 2023-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Attachment B
MTC Resolution No. 4545
Page 4 of 10

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;

- 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.

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 was received on July 20, 2023, and final federal approval was received on July 21, 2023. 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 an administrative modification that revises 10 projects with a net funding increase of \$14.4 million. The revision was approved into the Federal-Statewide TIP by the Chief Deputy Executive Director on July 12, 2023. Among other changes, this revision:

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

- Updates the funding plan of Water Emergency Transportation Authority's (WETA) Fixed Guideway Connectors project to reflect the programming of \$8.5 million in Ferry Boat Program (FBP) funds; and
- Updates the funding plans of three 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 \$8.5 million in FBP funds. MTC's 2023 TIP, as revised with Revision No. 2023-14, 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 2023-15 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 approval was received on August 17, 2023, and final federal approval was received on August 20, 2023. 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.

Revision 2023-16 is an administrative modification that revises 13 projects with a net funding increase of \$166.2 million. The revision was approved into the Federal-Statewide TIP by the Chief Deputy Executive Director on August 3, 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 two 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 the Highway Bridge Program (HBP), Highway Safety Improvement Program (HSIP) and four State Highway Operation and Protection Program (SHOPP)-funded group listings to reflect the latest information from Caltrans.

Attachment B
MTC Resolution No. 4545
Page 8 of 10

The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$160.4 million in SHOPP, \$498,666 in Bridge-Seismic Bond and \$3.9 million in HBP funds. MTC's 2023 TIP, as revised with Revision No. 2023-16, 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 2023-17 is an administrative modification that revises 12 projects with a net funding increase of \$13.5 million. The revision was approved into the Federal-Statewide TIP by Section Director, Funding Policy & Programs, on August 30, 2023. Among other changes, this revision:

- Updates the funding plan of two projects to reflect changes in the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Active Transportation Program (ATP);
- Updates the funding plan of five projects to reflect the addition of Community Project Funding/Congressionally Directed Spending (CPF/CDS) funds, Repurposed Earmark funds, and reprogramming of Ferry Boat Program (FBP) funds;
- Updates the funding plans of two individually-listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program; and
- Updates the funding plan and back-up listing of one State Highway Operation and Protection Program (SHOPP)-funded 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 \$4.8 million in CPF/CDS funds, \$146,577 in Repurposed Earmark funds, and \$9.2 million in SHOPP funds. MTC's 2023 TIP, as revised with Revision No. 2023-17, 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 2023-18 is an amendment that revises 28 projects with a net funding increase of approximately \$217 million. The revision was referred by the Programming and Allocations Committee on September 13, 2023, and approved by the MTC Commission on September 27, 2023. Caltrans approval was received on October 12, 2023, and final federal approval was received on October 13, 2023. Among other changes, this revision:

- Adds four new Active Transportation Program funded projects into the TIP;
- Adds six new projects and updates the funding plans of two existing projects to reflect changes in the One Bay Area Grant (OBAG) 2 and 3 programs;
- Adds six new projects and updates five existing projects to reflect changes in the Transit Capital Priorities Program;
- Adds Woodside's Woodside Road Bicycle and Pedestrian Improvements East of I-280 and Santa Clara's Anna Drive Neighborhood Flood Protection projects to the TIP to reflect the award of Community Project Funding/Congressionally Directed Spending funds;
- Updates the funding plan of Santa Rosa CityBus's Electric Bus Replacement project to reflect the award of \$9.9 million in FTA discretionary Low- and No-Emission Vehicle Program funds; and

Attachment B
MTC Resolution No. 4545
Page 9 of 10

- Updates the funding plan of the Contra Costa Transportation Authority's I-80/San Pablo Dam Rd Interchange Reconstruction project to reflect the award of \$19.7 million in Trade Corridor Enhancement Program funds.

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

Revision 2023-19 is an administrative modification that revises 10 projects with a net funding increase of \$160 million. The revision was approved into the Federal-Statewide TIP by the Chief Deputy Executive Director, on October 12, 2023. Among other changes, this revision:

- Updates the funding plan of Alameda County Transportation Commission's East Bay Greenway Multimodal project to change the fund source of \$39.4 million in RTP-LRP to SB1 Solutions for Suggested Corridors Program (SCCP) funds;
- 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 five State Highway Operation and Protection Program (SHOPP)-funded 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 \$39.4 million in SB1 SCCP funds and \$153.5 million in SHOPP funds. MTC's 2023 TIP, as revised with Revision No. 2023-19, 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 2023-20 is an administrative modification that revises 6 projects with a net funding decrease of \$25.9 million. The revision was approved into the Federal-Statewide TIP by the Chief Deputy Executive Director, on November 6, 2023. Among other changes, this revision:

- Updates the funding plan of Alameda County Transportation Commission's East Bay Greenway Multimodal project to change the fund source of \$39.4 million in RTP-LRP to SB1 Solutions for Suggested Corridors Program (SCCP) funds;
- 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 five State Highway Operation and Protection Program (SHOPP)-funded 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 \$59.1 million in HBP funds, \$7.1 million in LBSRA funds, \$2 million in CPF/CDS funds, and \$760,000 in PROTECT funds. MTC's 2023 TIP, as revised with Revision No. 2023-20, 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.

Attachment B
MTC Resolution No. 4545
Page 10 of 10

Revision 2023-21 is an amendment that revises 13 projects with a net funding increase of approximately \$199.2 million. The revision was referred by the Programming and Allocations Committee on November 8, 2023, and approved by the MTC Commission on November 15, 2023. Caltrans approval is expected in December, and final federal approval is expected in January 2024. Among other changes, this revision:

- Adds three new projects to reflect changes in the One Bay Area Grant (OBAG) 2 and 3 programs and Carbon Reduction Program (CRP) funds;
- Updates Emeryville's 40th Street Transit and Multi-Modal Enhancements project to reflect the programming of Affordable Housing and Sustainable Communities (AHSC) and Transportation Fund for Clean Air (TFCA) funds;
- Updates Caltrans Solano Westbound I-80 Cordelia Truck Scales project to reflect the programming of Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP) and Bridge Toll – Regional Measure 3 (RM3) funds;
- Updates two existing projects to reflect recent changes in the Transit Capital Priorities (TCP) Program; and
- Adds six projects to the TIP to reflect the awards of Community Project Funding/Congressionally Directed Spending (CPF/CDS) funds.

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

Revision 2023-22 is a pending administrative modification.

Revision 2023-23 is an amendment that revises 10 projects with a net funding increase of approximately \$30.6 million. The revision was referred by the Programming and Allocations Committee on December 13, 2023, and approved by the MTC Commission on December 20, 2023. Caltrans approval is expected in January, and final federal approval is expected in February 2024. Among other changes, this revision:

- Add seven new projects to reflect changes in the One Bay Area Grant (OBAG) 2 and 3 and Carbon Reduction Program (CRP) programs;
- Update Alameda County Transportation Commission's (ACTC) 7th Street Grade Separation project to change the fund source of \$55 million from Local Sales tax to Regional Measure 3 (RM3) funds and reflect the award of \$13.5M in Port and Freight Infrastructure Program (PFIP) funds; and
- Add one project to the TIP to reflect the award of Community Project Funding/Congressionally Directed Spending (CPF/CDS) funds and update one project to program Repurposed Earmark funds.

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)

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|-----------------------|--|----------------------|---|---------------------------------------|--|
| File #: | 23-1413 | Version: | 1 | Name: | |
| Type: | Resolution | Status: | | Consent | |
| File created: | 11/2/2023 | In control: | | Programming and Allocations Committee | |
| On agenda: | 12/13/2023 | Final action: | | | |
| Title: | MTC Resolution No. 4510, Revised. Transit Capital Priorities Policy and Program Revisions FYs 2021-22 - 2023-24. | | | | |
| Sponsors: | | | | | |
| Indexes: | | | | | |
| Code sections: | | | | | |
| Attachments: | 8d 23-1413 Summary Sheet TCP Policy and Program Revisions.pdf 8d 23-1413 MTC Resolution 4510.pdf 2c 23-1413 Summary Sheet TCP Policy and Program Revisions.pdf 2c 23-1413 MTC Resolution 4510.pdf | | | | |

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

MTC Resolution No. 4510, Revised. Transit Capital Priorities Policy and Program Revisions FYs 2021-22 - 2023-24.

Presenter:

Margaret Doyle

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

December 13, 2023

Agenda Item 2c - 23-1413

MTC Resolution No. 4510, Revised.

Transit Capital Priorities Policy and Program Revisions FYs 2021-22 - 2023-24

Subject:

Update of Transit Capital Priorities (TCP) FYs 2021-22 through 2023-24 programming.

Background:

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

Updates to FY 2023-24 Programming

The programming updates proposed for the FYs 2021-22 through 2023-24 TCP are limited to FY 2023-24. BART, Caltrain, and Marin Transit have requested updates to their TCP programming, detailed below.

BART/Vanpool: FY 2023-24 programming of \$2.2 million is transferred from MTC's Vanpool program to BART as part of a fund exchange with the One Bay Area Grant (OBAG) program. Vanpool will receive OBAG funds in lieu of 5307, and the BART Elevator Modernization project will exchange OBAG for 5307. Staff recommend that, for the time being, Vanpool's funding be executed through OBAG rather than FTA formula funds. The OBAG side of this exchange is presented under item 2i on today's agenda.

Caltrain: FY 2023-24 fixed guideway programming will be transferred between projects, with no impact to total programming, as requested by Caltrain. MTC staff recommend the transfer of funding for ticket vending machine (TVM) Rehab (\$0.2 million) and Communications System/Signal Rehab (\$0.5 million), moving \$0.7 million to Systemwide Track Rehabilitation.

Marin Transit Programming: In September, considering rising bus and van replacement costs and operating needs, Marin Transit voluntarily deferred several procurements programmed in FYs 2022-23 and 2023-24, which will be programmed as part of future FY2024-25 program adoption, creating a \$1.3 million balance in the San Francisco-Oakland UZA. Marin Transit has indicated that \$1 million of those funds will be necessary for AVL/farebox expenses in FY 2023-24; \$1 million of their initial deferral is advanced back to FY 2023-24.

Next Steps

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

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

Issues:

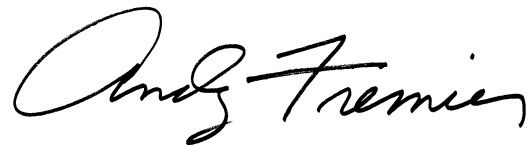
None.

Recommendation:

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

Attachments:

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



Andrew B. Fremier

Date: March 23, 2022
W.I.: 1512
Referred By: PAC
Revised: 05/25/22-C 09/28/22-C
03/22/23-C 04/26/23-C
06/28/23-C 09/27/23-C
12/20/23-C

ABSTRACT

Resolution No. 4510, Revised

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

This Resolution includes the following attachments:

Attachment A – FY2021-22 Program of Projects

Attachment B – FY2022-23 Program of Projects

Attachment C – FY2023-24 Program of Projects

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

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

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

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

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

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

Attachments A through D of this resolution were revised on September 27, 2023, to make revisions to the Transit Capital Priorities Program of Projects for FYs 2021-22 through 2023-24 for AC Transit, BART, ECCTA, Marin Transit, Samtrans, Soltrans, VTA, and WETA as requested by the operators.

Attachments A through D of this resolution were revised on December 20, 2023, to make revisions to the Transit Capital Priorities Program of Projects for FYs 2021-22 through 2023-24 for BART, Caltrain, and Marin Transit as requested by the operators.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheets dated March 9, 2022, May 11, 2022, September 14, 2022, March 8, 2023, April 12, 2023, June 14, 2023, September 13, 2023, and December 13, 2023.

Date: March 23, 2022
W.I.: 1512
Referred By: PAC
Revised: 05/25/22-C 09/28/22-C
03/22/23-C 04/26/23-C
06/28/23-C 09/27/23-C
12/20/23-C

RE: San Francisco Bay Area Regional Transit Capital Priorities Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4510

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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 December 13, 2023.

Date: March 23, 2022
W.I.: 1512
Referred by: PAC
Revised: 05/25/22-C
09/28/22-C
03/22/23-C
04/26/23-C
06/28/23-C
09/27/23-C
12/20/23-C

Attachment A
Resolution No. 4510
Page 1 of 2

| FY 2021-22 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | | |
|--|----------------|--|--------------------|--------------------|--------------------|-------------------|
| TIP ID | Operator | Project Description | Total FTA Program | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
| Actual Apportionments | | | 652,980,135 | 309,591,917 | 329,005,589 | 14,382,629 |
| Previous Year Carryover | | | 3,059,533 | 2,449,917 | - | 609,616 |
| Funds Available for Programming | | | 656,039,668 | 312,041,834 | 329,005,589 | 14,992,245 |
| MTC Debt Service | | | | | | |
| REG170023 | MTC | Debt Service | - | - | - | - |
| Lifeline Set-Aside | | | | | | |
| TBD | TBD - Lifeline | TBD - Reserved for future programming | - | - | - | - |
| ADA Operating Set-Aside | | | | | | |
| VAR210003 | AC Transit | ADA Paratransit Assistance | 6,729,308 | 6,729,308 | - | - |
| VAR210003 | BART | ADA Paratransit Capital Accessibility Improvements | 3,381,044 | 3,381,044 | - | - |
| VAR210003 | CCCTA | ADA Paratransit Assistance | 1,823,750 | 1,823,750 | - | - |
| VAR210003 | ECCTA | ADA Operating Assistance | 852,076 | 852,076 | - | - |
| VAR210003 | LAVTA | ADA Paratransit Operating Subsidy | 546,984 | 546,984 | - | - |
| VAR210003 | MCTD | ADA Paratransit Assistance | 1,039,640 | 1,039,640 | - | - |
| VAR210003 | Napa Vine | ADA Operating Assistance | 442,601 | 442,601 | - | - |
| VAR210003 | Petaluma | ADA Set-Aside | 103,359 | 103,359 | - | - |
| VAR210003 | SamTrans | ADA Paratransit Operating Subsidy | 2,589,649 | 2,589,649 | - | - |
| VAR210003 | Santa Rosa | ADA Operating Assistance | 313,314 | 313,314 | - | - |
| VAR210003 | SFMTA | ADA Paratransit Operating Support | 5,330,519 | 5,330,519 | - | - |
| VAR210003 | SolTrans | ADA Paratransit Operating Subsidy | 475,285 | 475,285 | - | - |
| VAR210003 | Union City | ADA Set-Aside | 189,025 | 189,025 | - | - |
| VAR210003 | VTA | ADA Operating Set-Aside | 5,224,040 | 5,224,040 | - | - |
| VAR210003 | Westcat | ADA Paratransit Operating Subsidy | 359,148 | 359,148 | - | - |
| Total Program Set-asides and Commitments | | | 29,399,742 | 29,399,742 | - | - |
| Funds Available for Capital Programming | | | 626,639,926 | 282,642,092 | 329,005,589 | 14,992,245 |
| Capital Projects | | | | | | |
| ALA990052 | AC Transit | ADA Operating Depreciation Costs from 3 Vendors | 1,634,374 | 1,634,374 | - | - |
| NEW | AC Transit | Replace (23) 40ft Urban Buses - Diesel | 8,223,620 | 1,236,471 | - | 6,987,149 |
| NEW | AC Transit | Construction of Hydrogen Fueling Infrastructure | 5,557,743 | 5,557,743 | - | - |
| ALA170048 | ACE | ACE Fixed Guideway (Capitalized Maintenance) | 1,896,860 | - | 1,896,860 | - |
| NEW | ACE | ACE Railcar Replacement | 3,200,000 | - | 3,200,000 | - |
| ALA210008 | ACE | ACE Capital Access Fee | 1,426,707 | 1,426,707 | - | - |
| ALA090065 | BART | Fare Collection Equipment | 9,562,740 | - | 9,562,740 | - |
| ALA190014 | BART | Elevator Renovation Program | 7,000,000 | - | 7,000,000 | - |
| ALA190014 | BART | BART – Elevator Modernization (for Vanpool) | 3,021,540 | 3,021,540 | - | - |
| BRT030004 | BART | Train Control Renovation | 11,320,000 | - | 11,320,000 | - |
| BRT030005 | BART | Traction Power System Renovation | 14,160,000 | - | 14,160,000 | - |
| BRT97100B | BART | Rail,Way, and Structures Program | 19,206,000 | - | 19,206,000 | - |
| REG090037 | BART | Railcar Replacement Program | 126,236,167 | 89,369,064 | 36,867,103 | - |
| SM-03006B | Caltrain | Systemwide Track Rehabilitation | 11,636,470 | - | 11,636,470 | - |
| SM-050041 | Caltrain | Comm. System/Signal Rehab. | 2,554,400 | - | 2,554,400 | - |
| SM-170010 | Caltrain | TVM Project | 2,080,000 | - | 2,080,000 | - |
| NEW | CCCTA | Replace 40ft Diesel Buses - Diesel | 18,048,000 | 17,135,568 | - | 912,432 |
| NEW | CCCTA | Electric Bus Charging Infrastructure | 1,478,018 | 1,478,018 | - | - |
| CC-070092 | ECCTA | ECCTA: Transit Bus Replacements | 459,737 | - | - | 459,737 |
| VAR190006 | Fairfield | Operating Assistance | 3,550,376 | 3,550,376 | - | - |
| MRN150014 | GGBHTD | Ferry Major Component Rehabilitation | 359,148 | 359,148 | - | - |
| MRN990017 | GGBHTD | Ferry Dredging | 6,366,500 | - | 6,366,500 | - |
| MRN030015 | GGBHTD | ZEB Infrastructure Design | 1,012,172 | 1,012,172 | - | - |
| NEW | LAVTA | Replace (4) 40' Buses - Fuel Cell | 2,082,357 | 1,894,450 | - | 187,907 |
| NEW | LAVTA | Replace (8) 40' Buses - Hybrid | 529,207 | 529,207 | - | - |
| VAR190007 | MCTD | MCTD: Revenue Vehicle Rehabilitation | 484,000 | 484,000 | - | - |
| NEW | MCTD | MCTD: Vehicle Replacement - 5 Paratransit Vehicles | 412,000 | 412,000 | - | - |
| NEW | MCTD | ZEB Charging -- Site Prep | 693,184 | 693,184 | - | - |
| VAR190007 | MCTD | Preventive Maintenance | 40,400 | 40,400 | - | - |
| NAP170003 | Napa Vine | NVTA- Vine Transit Bus Maintenance Facility | 225,046 | 36,437 | - | 188,609 |
| NAP090005 | Napa Vine | NVTA ZEB Bus Procurement | 1,447 | - | - | 1,447 |
| VAR190006 | Napa Vine | Napa Vine Operating Assistance | 3,416,847 | 3,416,847 | - | - |
| NEW | Petaluma | Purchase (2) Replacement Fixed Route Buses - 35' BEB | 934,843 | 934,843 | - | - |
| NEW | Petaluma | Purchase (3) Replacement Fixed Route Buses - 40' BEB | 619,833 | 481,449 | - | 138,384 |
| NEW | SamTrans | Replace 40ft Diesel Buses - Battery | 26,616,000 | 25,805,428 | - | 810,572 |
| NEW | SamTrans | Replace Paratransit Vehicles | 3,845,520 | 3,845,520 | - | - |

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03/22/23-C
04/26/23-C
06/28/23-C
09/27/23-C
12/20/23-C

Attachment A
Resolution No. 4510
Page 2 of 2

| FY 2021-22 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | | |
|--|---------------|---|--------------------|--------------------|--------------------|-------------------|
| TIP ID | Operator | Project Description | Total FTA Program | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
| NEW | SamTrans | South Base Near-Term Battery Electric Bus (BEB) Charging Infra | 2,907,693 | 2,907,693 | - | - |
| NEW | Santa Rosa | Replace (2) 40' Diesel Buses - Electric | 1,774,400 | 884,693 | - | 889,707 |
| VAR190006 | Santa Rosa | Operating Assistance | 1,601,036 | 1,601,036 | - | - |
| VAR190007 | Santa Rosa | Preventive Maintenance | 345,274 | 345,274 | - | - |
| NEW | SFMTA | Facility Development -- Battery Electric Buses | 6,312,271 | 6,312,271 | - | - |
| SF-050024 | SFMTA | Wayside/Central Train Control & Trolley Signal Systems Rehabilita | 24,272,000 | - | 24,272,000 | - |
| SF-090012 | SFMTA | Light Rail Vehicle Replacement Procurements | 108,635,101 | - | 108,635,101 | - |
| SF-090035 | SFMTA | Paratransit Fleet Replacement Procurements | 1,557,360 | 1,557,360 | - | - |
| SF-170018; S | SFMTA | Motor Coach & Trolley Coach Midlife Overhauls | 17,706,666 | 17,706,666 | - | - |
| SF-170021 | SFMTA | Historic Streetcar & Cable Car Restorations | 2,293,334 | - | 2,293,334 | - |
| SF-95037B | SFMTA | Muni Rail Replacement | 9,970,560 | - | 9,970,560 | - |
| SF-970170 | SFMTA | Overhead Line Rehabilitation | 2,930,000 | - | 2,930,000 | - |
| SF-99T002 | SFMTA | Cable Car Infrastructure | 2,483,000 | - | 2,483,000 | - |
| VAR190007 | SMART | Preventive Maintenance | 3,963,022 | 3,963,022 | - | - |
| SOL090034 | SoITrans | Bus Replacement Alternative Fuel | 2,664,861 | 2,242,269 | - | 422,592 |
| SOL090034 | SoITrans | SolanoExpress Bus Replacement | 310,772 | - | - | 310,772 |
| VAR190006 | SoITrans | Operating Assistance | 618,791 | 618,791 | - | - |
| VAR190007 | SoITrans | Preventive Maintenance | 1,000,000 | 1,000,000 | - | - |
| SON170006 | Sonoma County | SCT Replacement Bus Purchase | 889,458 | 686,285 | - | 203,173 |
| VAR190007 | Sonoma County | SCT Preventive Maintenance | 1,280,000 | 1,280,000 | - | - |
| NEW | Union City | Electric Vehicle Charging Infrastructure | 141,091 | 141,091 | - | - |
| ALA190029 | Union City | Bus Purchases | 953,600 | 953,600 | - | - |
| VAR190006 | Vacaville | Operating Assistance | 1,300,000 | 1,300,000 | - | - |
| SOL210004 | Vacaville | Electric Bus Fleet | 221,978 | 6,682 | - | 215,296 |
| NEW | VTA | Hybrid and Electric Bus Replacement 2022 | 45,598,000 | 42,337,143 | - | 3,260,857 |
| SCL050001 | VTA | Electric 40' Bus Replacement 2023 | 2,314 | - | - | 2,314 |
| NEW | VTA | North 1st Street/Tasman Drive - EB Tack Switch Addition Proj. - T | 1,640,000 | - | 1,640,000 | - |
| NEW | VTA | Network Switch Replacement/Upgrade | 3,680,000 | - | 3,680,000 | - |
| NEW | VTA | Axle Press Replacement | 1,736,300 | - | 1,736,300 | - |
| SCL050002 | VTA | Rail Replacement and Rehabilitation | 6,876,000 | - | 6,876,000 | - |
| SCL090044 | VTA | OCS Rehab & Replacement Program | 13,120,000 | - | 13,120,000 | - |
| SCL150008 | VTA | Track Intrusion Abatement FY22/23 | 2,227,200 | - | 2,227,200 | - |
| NEW | Westcat | Revenue Vehicle Replacement | 1,641,600 | 1,641,600 | - | - |
| VAR190007 | Westcat | Preventive Maintenance | 230,400 | 230,400 | - | - |
| NEW | WETA | Ferry Vessel Replacement - MV Mare Island | 21,157,300 | 19,958,399 | 1,198,901 | - |
| REG090054 | WETA | Ferry Channel Dredging - Vallejo Ferry Terminal | 2,455,920 | - | 2,455,920 | - |
| REG090057 | WETA | Vessel Engine Overhaul - Pyxis Class Vessels | 1,810,560 | - | 1,810,560 | - |
| REG090057 | WETA | Waterjet Control System Upgrade - Pyxis Class Vessel | 600,000 | - | 600,000 | - |
| REG090057 | WETA | Ferry Mid-Life Refurbishment - MV Gemini | 3,590,000 | - | 3,590,000 | - |
| | | Total Capital Projects | 603,478,717 | 272,029,221 | 316,458,549 | 14,990,948 |
| | | Total Programmed | 632,878,459 | 301,428,963 | 316,458,549 | 14,990,948 |
| | | Fund Balance | 23,161,209 | 10,612,871 | 12,547,040 | 1,297 |

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09/28/22-C
03/22/23-C
04/26/23-C
06/28/23-C
09/27/23-C
12/20/23-C

Attachment B
Resolution No. 4510
Page 1 of 2

| FY 2022-23 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | | |
|--|------------|--|--------------------|--------------------|--------------------|-------------------|
| TIP ID | Operator | Project Description | Total FTA Program | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
| Projected Apportionments | | | 666,330,759 | 317,144,789 | 334,210,853 | 14,975,117 |
| Previous Year Carryover | | | 36,050,039 | 10,848,804 | 25,199,937 | 1,297 |
| Funds Available for Programming | | | 702,380,798 | 327,993,593 | 359,410,790 | 14,976,414 |
| MTC Debt Service | | | | | | |
| REG170023 | MTC | Debt Service | - | - | - | - |
| ADA Operating Set-Aside | | | | | | |
| VAR210003 | AC Transit | ADA Paratransit Assistance | 6,872,342 | 6,872,342 | - | - |
| VAR210003 | BART | ADA Paratransit Capital Accessibility Improvements | 3,439,303 | 3,439,303 | - | - |
| VAR210003 | CCCTA | ADA Paratransit Assistance | 1,839,033 | 1,839,033 | - | - |
| VAR210003 | ECCTA | ADA Operating Assistance | 859,178 | 859,178 | - | - |
| VAR210003 | LAVTA | ADA Paratransit Operating Subsidy | 552,153 | 552,153 | - | - |
| VAR210003 | MCTD | ADA Paratransit Assistance | 1,061,738 | 1,061,738 | - | - |
| VAR210003 | Napa Vine | ADA Operating Assistance | 514,749 | 514,749 | - | - |
| VAR210003 | Petaluma | ADA Set-Aside | 104,136 | 104,136 | - | - |
| VAR210003 | SamTrans | ADA Paratransit Operating Subsidy | 2,644,693 | 2,644,693 | - | - |
| VAR210003 | Santa Rosa | ADA Operating Assistance | 319,581 | 319,581 | - | - |
| VAR210003 | SFMTA | ADA Paratransit Operating Support | 5,443,822 | 5,443,822 | - | - |
| VAR210003 | SoiTrans | ADA Paratransit Operating Subsidy | 525,607 | 525,607 | - | - |
| VAR210003 | Union City | ADA Set-Aside | 193,043 | 193,043 | - | - |
| VAR210003 | VTa | ADA Operating Set-Aside | 5,269,739 | 5,269,739 | - | - |
| VAR210003 | Westcat | ADA Paratransit Operating Subsidy | 366,782 | 366,782 | - | - |
| Total Program Set-asides and Commitments | | | 29,639,117 | 30,005,899 | - | - |
| Funds Available for Capital Programming | | | 672,741,680 | 297,987,694 | 359,410,790 | 14,976,414 |
| Capital Projects | | | | | | |
| ALA990052 | AC Transit | ADA Operating Depreciation Costs from 3 Vendors | 1,907,830 | 1,907,830 | - | - |
| NEW | AC Transit | Replace (23) Articulated 60ft Buses - FCB | 27,634,500 | 19,442,829 | - | 8,191,671 |
| NEW | AC Transit | Rehabilitate Maintenance Bays for ZEBs | 5,557,743 | 5,557,743 | - | - |
| ALA170048 | ACE | ACE Fixed Guideway (Capitalized Maintenance) | 1,594,000 | - | 1,594,000 | - |
| ALA210008 | ACE | ACE Capital Access Fee | 1,426,707 | 1,426,707 | - | - |
| ALA090065 | BART | Fare Collection Equipment | 8,860,685 | - | 8,860,685 | - |
| ALA190014 | BART | Elevator Renovation Program | 6,200,000 | - | 6,200,000 | - |
| ALA190014 | BART | BART – Elevator Modernization (for Vanpool) | 2,000,000 | 2,000,000 | - | - |
| BRT030004 | BART | Train Control Renovation | 12,740,685 | - | 12,740,685 | - |
| BRT030005 | BART | Traction Power System Renovation | 12,740,685 | - | 12,740,685 | - |
| BRT97100B | BART | Rail,Way, and Structures Program | 20,706,685 | - | 20,706,685 | - |
| REG090037 | BART | Railcar Replacement Program | 128,941,273 | 49,791,482 | 79,149,791 | - |
| NEW | Caltrain | Caltrain Replacement Railcars | 12,800,000 | - | 12,800,000 | - |
| SM-03006B | Caltrain | Systemwide Track Rehabilitation | 10,729,630 | - | 10,729,630 | - |
| SM-050041 | Caltrain | Comm. System/Signal Rehab. | 4,468,240 | - | 4,468,240 | - |
| NEW | CCCTA | Replace 22' Vehicles | 1,440,000 | 1,440,000 | - | - |
| CC-070092 | ECCTA | ECCTA: Transit Bus Replacements | 1,039,495 | 566,671 | - | 472,824 |
| VAR190006 | Fairfield | Operating Assistance | 1,653,353 | 1,653,353 | - | - |
| MRN150014 | GGBHTD | Ferry Major Component Rehabilitation | 1,383,282 | 366,782 | 1,016,500 | - |
| MRN990017 | GGBHTD | Ferry Dredging | 5,350,000 | - | 5,350,000 | - |
| NEW | GGBHTD | Collision Avoidance System | 840,000 | 840,000 | - | - |
| NEW | GGBHTD | Replacement Ferry -- CARB Compliance | 4,000,000 | 4,000,000 | - | - |
| NEW | LAVTA | AVL | 332,429 | 332,429 | - | - |
| NEW | LAVTA | Fareboxes | 205,190 | 205,190 | - | - |
| NEW | LAVTA | Radios | 40,128 | 40,128 | - | - |
| NEW | LAVTA | Replace (4) 40'Buses - Fuel Cell | 1,962,443 | 830,384 | - | 1,132,059 |
| NEW | LAVTA | Replace (8) 40' Buses - Hybrid | 5,097,393 | 5,097,393 | - | - |
| NEW | LAVTA | LAVTA Bus Bay Rehabilitation | 530,159 | 530,159 | - | - |
| NEW | MCTD | MCTD: Replace 2 Rural Cutaway vehicles | - | - | - | - |
| NEW | MCTD | MCTD: Replace 3 Demand Response Cutaways with Vans | - | - | - | - |
| NEW | MCTD | MCTD: Replace 4 Demand Response Vans | - | - | - | - |
| NEW | MCTD | MCTD: Replace 7 local 35ft Hybrid Vehicles | 4,855,200 | 4,855,200 | - | - |
| NEW | MCTD | MCTD: Replace one(1) Shuttle Vehicle | - | - | - | - |
| NEW | MCTD | MCTD: ZEB Charging Site Preparation | 693,184 | 693,184 | - | - |

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Revised: 05/25/22-C
09/28/22-C
03/22/23-C
04/26/23-C
06/28/23-C
09/27/23-C
12/20/23-C

Attachment B
Resolution No. 4510
Page 2 of 2

| FY 2022-23 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | | |
|--|---------------|---|--------------------|--------------------|--------------------|-------------------|
| TIP ID | Operator | Project Description | Total FTA Program | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
| NEW | MTC | Blue Ribbon: Transit Transformation Plan | 1,375,860 | 1,375,860 | - | - |
| REG10003 | MTC | Bay Area Vanpool Program | 3,477,459 | 3,477,459 | - | - |
| NAP090005 | Napa Vine | NVTA ZEB Bus Procurement | 223,599 | 27,788 | - | 195,811 |
| VAR190006 | Napa Vine | Napa Vine Operating Assistance | 3,444,426 | 3,444,426 | - | - |
| NEW | Petaluma | Purchase (3) Replacement Fixed Route Buses - 40' BEB | 1,054,807 | 912,233 | - | 142,574 |
| NEW | Petaluma | Paratransit Replacements | 423,200 | 423,200 | - | - |
| SON170005 | Petaluma | Transit Yard and Facility Improvements | 106,443 | 106,443 | - | - |
| NEW | SamTrans | Replace 40ft Diesel Buses - Battery | 36,160,000 | 36,160,000 | - | - |
| SM-210201 | SamTrans | SamTrans South Base BEB Charging Infrastructure | 2,907,693 | 2,907,693 | - | - |
| SON090024 | Santa Rosa | Preventive Maintenance | 1,040,765 | 1,040,765 | - | - |
| VAR190006 | Santa Rosa | Operating Assistance | 1,633,056 | 1,633,056 | - | - |
| NEW | SFMTA | Facility Development -- Battery Electric Buses | 6,312,271 | 6,312,271 | - | - |
| SF-050024 | SFMTA | Wayside/Central Train Control & Trolley Signal Systems Rehabilitation | 30,071,560 | - | 30,071,560 | - |
| SF-090012 | SFMTA | Light Rail Vehicle Replacement Procurements | 115,990,381 | 48,653,399 | 67,336,982 | - |
| SF-090035 | SFMTA | Paratransit Fleet Replacement Procurements | 3,087,000 | 3,087,000 | - | - |
| SF-170018; S | SFMTA | Motor Coach & Trolley Coach Midlife Overhauls | 10,542,385 | 10,542,385 | - | - |
| SF-170021 | SFMTA | Historic Streetcar & Cable Car Restorations | 11,666,666 | - | 11,666,666 | - |
| SF-95037B | SFMTA | Muni Rail Replacement | 3,837,000 | - | 3,837,000 | - |
| SF-970170 | SFMTA | Overhead Line Rehabilitation | 2,500,000 | - | 2,500,000 | - |
| SF-99T002 | SFMTA | Cable Car Infrastructure | 3,247,000 | - | 3,247,000 | - |
| VAR190007 | SMART | Preventive Maintenance | 3,997,642 | 3,997,642 | - | - |
| SOL090034 | SoTrans | Bus Replacement Alternative Fuel | 1,804,739 | 1,369,352 | - | 435,387 |
| SOL090034 | SoTrans | SolanoExpress Replacement Buses | 2,285,202 | 1,965,021 | - | 320,181 |
| VAR190006 | SoTrans | Operating Assistance | 1,600,000 | 1,600,000 | - | - |
| VAR190007 | SoTrans | Preventive Maintenance | 1,001,167 | 1,001,167 | - | - |
| SON170006 | Sonoma County | SCT Replacement Bus Purchase | 932,847 | 724,067 | - | 208,780 |
| VAR190007 | Sonoma County | SCT Preventive Maintenance | 1,280,000 | 1,280,000 | - | - |
| VAR190006 | Vacaville | Operating Assistance | 1,400,000 | 1,400,000 | - | - |
| NEW | VTa | Signal Improvements Guadalupe | 12,607,300 | - | 12,607,300 | - |
| NEW | VTa | North Yard Tire Awning | 320,000 | - | 320,000 | - |
| NEW | VTa | Facilities Maint. Equipment Program | 1,742,100 | 1,742,100 | - | - |
| NEW | VTa | Cerone Operations Command and Control Center | 2,280,000 | - | 2,280,000 | - |
| NEW | VTa | Non-Revenue Vehicle Replacements | 1,601,009 | 1,601,009 | - | - |
| NEW | VTa | Transit Center Park and Ride and Bus Stop Rehabilitation | 1,600,000 | 1,600,000 | - | - |
| SCL050001 | VTa | Farebox Upgrades & Equipment Purchase | 840,446 | 840,446 | - | - |
| NEW | VTa | Chaboya Bus Yard Expansion For EVs | 4,296,000 | 4,296,000 | - | - |
| NEW | VTa | Cerone Bus Yard Expansion for EVs | 5,112,500 | 5,112,500 | - | - |
| NEW | VTa | NEW Emergency Operations Center | 941,600 | 941,600 | - | - |
| NEW | VTa | Traction Power Substation Replacement 2023 | 3,480,000 | - | 3,480,000 | - |
| SCL050001 | VTa | Electric 40' Bus Replacement 2023 | 26,889,138 | 23,525,146 | - | 3,363,992 |
| SCL050002 | VTa | Rail Replacement and Rehabilitation | 12,133,000 | - | 12,133,000 | - |
| SCL110099 | VTa | Bridge and Structures Repairs FY22/23 | 192,000 | - | 192,000 | - |
| SCL150008 | VTa | Track Intrusion Abatement FY22/23 | 407,000 | - | 407,000 | - |
| SCL190026 | VTa | HVAC Replacement Project | 404,450 | - | 404,450 | - |
| REG090057 | WETA | Ferry Major Component Rehab/Replacement (2022 Program) | 4,074,400 | - | 4,074,400 | - |
| REG090067 | WETA | Fixed Guideway Connectors (2022 Program) | 1,089,600 | - | 1,089,600 | - |
| REG090057 | WETA | Ferry Mid-Life Refurbishment - MV Pisces | 3,697,700 | - | 3,697,700 | - |
| REG090057 | WETA | Vessel Engine Injectors Replacement - MV Dorado | 117,100 | - | 117,100 | - |
| REG090057 | WETA | Ferry Major Component Rehabilitation - MV Hydrus and MV Cetus | 3,601,600 | - | 3,601,600 | - |
| REG090057 | WETA | Vessel Engine Overhaul - MV Carina and MV Peralta | 554,800 | - | 554,800 | - |
| REG090067 | WETA | Vallejo Ferry Terminal Reconfiguration | 1,198,900 | - | 1,198,900 | - |
| Total Capital Projects | | | 630,314,730 | 274,677,491 | 341,173,959 | 14,463,279 |
| Total Programmed | | | 659,953,847 | 304,683,391 | 341,173,959 | 14,463,279 |
| Fund Balance | | | 42,426,951 | 23,310,203 | 18,236,831 | 513,135 |

Date: March 23, 2022
W.I.: 1512
Referred by: PAC
Revised: 05/25/22-C
09/28/22-C
03/22/23-C
04/26/23-C
06/28/23-C
09/27/23-C
12/20/23-C

Attachment C
Resolution No. 4510
Page 1 of 2

| FY 2023-24 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | | |
|--|----------------|--|--------------------|--------------------|--------------------|-------------------|
| TIP ID | Operator | Project Description | Total FTA Program | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
| Projected Apportionments | | | 684,294,742 | 325,610,252 | 343,412,309 | 15,272,181 |
| Previous Year Carryover | | | 42,060,169 | 23,310,203 | 18,236,831 | 513,135 |
| Funds Available for Programming | | | 726,354,910 | 348,920,455 | 361,649,140 | 15,785,315 |
| MTC Debt Service | | | | | | |
| REG170023 | MTC | Debt Service | - | - | - | - |
| Lifeline Set-Aside | | | | | | |
| TBD | TBD - Lifeline | TBD - Reserved for future programming | - | - | - | - |
| ADA Operating Set-Aside | | | | | | |
| VAR210003 | AC Transit | ADA Paratransit Assistance | 7,050,765 | 7,050,765 | - | - |
| VAR210003 | BART | ADA Paratransit Capital Accessibility Improvements | 3,542,554 | 3,542,554 | - | - |
| VAR210003 | CCCTA | ADA Paratransit Assistance | 1,910,869 | 1,910,869 | - | - |
| VAR210003 | ECCTA | ADA Operating Assistance | 892,778 | 892,778 | - | - |
| VAR210003 | LAVTA | ADA Paratransit Operating Subsidy | 573,111 | 573,111 | - | - |
| VAR210003 | MCTD | ADA Paratransit Assistance | 1,089,304 | 1,089,304 | - | - |
| VAR210003 | Napa Vine | ADA Operating Assistance | 463,742 | 463,742 | - | - |
| VAR210003 | Petaluma | ADA Set-Aside | 108,296 | 108,296 | - | - |
| VAR210003 | SamTrans | ADA Paratransit Operating Subsidy | 2,713,356 | 2,713,356 | - | - |
| VAR210003 | Santa Rosa | ADA Operating Assistance | 325,972 | 325,972 | - | - |
| VAR210003 | SFMTA | ADA Paratransit Operating Support | 5,585,157 | 5,585,157 | - | - |
| VAR210003 | SolTrans | ADA Paratransit Operating Subsidy | 497,987 | 497,987 | - | - |
| VAR210003 | Union City | ADA Set-Aside | 198,055 | 198,055 | - | - |
| VAR210003 | VTA | ADA Operating Set-Aside | 5,473,567 | 5,473,567 | - | - |
| VAR210003 | Westcat | ADA Paratransit Operating Subsidy | 376,305 | 376,305 | - | - |
| Total Program Set-asides and Commitments | | | 30,801,818 | 30,801,818 | - | - |
| Funds Available for Capital Programming | | | 695,553,093 | 318,118,637 | 361,649,140 | 15,785,315 |
| Capital Projects | | | | | | |
| ALA990052 | AC Transit | ADA Operating Depreciation Costs from 3 Vendors | 1,945,987 | 1,945,987 | - | - |
| NEW | AC Transit | Replace (23) 40ft Urban Buses - Diesel | 141,371 | 141,371 | - | - |
| NEW | AC Transit | Replace (24) Urban Buses - Diesel | 10,548,000 | 2,302,200 | - | 8,245,800 |
| ALA170048 | ACE | ACE Fixed Guideway (Capitalized Maintenance) | 1,864,590 | - | 1,864,590 | - |
| ALA210008 | ACE | ACE Capital Access Fee | 1,426,707 | 1,426,707 | - | - |
| ALA190014 | BART | BART – Elevator Modernization (for Vanpool) | 2,200,000 | 2,200,000 | - | - |
| ALA090065 | BART | Fare Collection Equipment | 6,360,000 | - | 6,360,000 | - |
| ALA190014 | BART | Elevator Renovation Program | 7,000,000 | - | 7,000,000 | - |
| BRT030004 | BART | Train Control Renovation | 10,240,000 | - | 10,240,000 | - |
| BRT030005 | BART | Traction Power System Renovation | 10,240,000 | - | 10,240,000 | - |
| BRT97100B | BART | Rail, Way, and Structures Program | 17,406,000 | - | 17,406,000 | - |
| REG090037 | BART | Railcar Replacement Program | 10,230,107 | - | 10,230,107 | - |
| SM-03006B | Caltrain | Systemwide Track Rehabilitation | 12,320,631 | - | 12,320,631 | - |
| SM-050041 | Caltrain | Comm. System/Signal Rehab. | 505,600 | - | 505,600 | - |
| SM-170010 | Caltrain | TVM Project | - | - | - | - |
| NEW | Caltrain | Caltrain Railcar Replacement Program | 17,600,000 | - | 17,600,000 | - |
| NEW | CCCTA | Replace (10) 30ft Urban Buses | 7,616,000 | 6,640,790 | - | 975,210 |
| NEW | CCCTA | Replacement Vans | 177,600 | 177,600 | - | - |
| SOL110041 | Fairfield | Bus Replacement | 330,739 | - | - | 330,739 |
| VAR190006 | Fairfield | Operating Assistance | 3,747,245 | 3,747,245 | - | - |
| MRN150014 | GGBHTD | Ferry Major Component Rehabilitation | 5,726,305 | 376,305 | 5,350,000 | - |
| NEW | GGBHTD | Replace Conventional OTR Coaches | 10,544,000 | 10,544,000 | - | - |
| NEW | GGBHTD | Replace Conventional OTR Coaches with ZEBs | 2,748,000 | 2,748,000 | - | - |
| NEW | GGBHTD | Replacement Ferry -- CARB Compliance | 12,000,000 | 11,403,217 | 596,783 | - |
| NEW | MCTD | MCTD: Onboard Technology | 1,000,000 | 1,000,000 | - | - |
| NEW | MTC | Blue Ribbon: Transit Transformation Plan | 12,413,372 | 12,413,372 | - | - |
| REG10003 | MTC | Bay Area Vanpool Program | 4,386,592 | 4,386,592 | - | - |
| REG170022 | MTC | Clipper Next Gen Fare Collection System | 3,153,905 | 3,153,905 | - | - |
| NAP090005 | Napa Vine | NVTA ZEB Bus Procurement | 234,138 | 31,866 | - | 202,272 |
| VAR190006 | Napa Vine | Napa Vine Operating Assistance | 1,841,954 | 1,841,954 | - | - |
| NEW | Petaluma | Purchase (3) Replacement Fixed Route Buses - 40' BEB | 867,160 | 719,875 | - | 147,285 |
| NEW | SamTrans | Replace 40ft Diesel Buses - Battery | 55,248,000 | 55,248,000 | - | - |
| NEW | SamTrans | Replace Paratransit Vehicles | 2,420,471 | 2,420,471 | - | - |
| NEW | SamTrans | Replace 35ft Diesel Buses - Battery | 3,860,000 | 3,860,000 | - | - |
| VAR190006 | Santa Rosa | Operating Assistance | 1,665,717 | 1,665,717 | - | - |

Date: March 23, 2022
W.I.: 1512
Referred by: PAC
Revised: 05/25/22-C
09/28/22-C
03/22/23-C
04/26/23-C
06/28/23-C
09/27/23-C
12/20/23-C

Attachment C
Resolution No. 4510
Page 2 of 2

| FY 2023-24 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | | |
|--|---------------|---|--------------------|--------------------|--------------------|-------------------|
| TIP ID | Operator | Project Description | Total FTA Program | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
| VAR190007 | Santa Rosa | Preventive Maintenance | 713,879 | 713,879 | - | - |
| SF-050024 | SFMTA | Wayside/Central Train Control & Trolley Signal Systems Rehabilitation | 18,212,000 | - | 18,212,000 | - |
| SF-090012 | SFMTA | Light Rail Vehicle Replacement Procurements | 156,516,855 | 24,090,508 | 132,426,347 | - |
| SF-170018; S | SFMTA | Motor Coach & Trolley Coach Midlife Overhauls | 23,131,367 | 23,131,367 | - | - |
| SF-170021 | SFMTA | Historic Streetcar & Cable Car Restorations | 13,082,666 | - | 13,082,666 | - |
| SF-95037B | SFMTA | Muni Rail Replacement | 6,887,000 | - | 6,887,000 | - |
| SF-970170 | SFMTA | Overhead Line Rehabilitation | 2,225,000 | - | 2,225,000 | - |
| SF-99T002 | SFMTA | Cable Car Infrastructure | 6,000,000 | - | 6,000,000 | - |
| VAR190007 | SMART | Preventive Maintenance | 4,078,615 | 4,078,615 | - | - |
| SOL090034 | SoTrans | Bus Replacement Alternative Fuel | 3,683,200 | 3,233,492 | - | 449,708 |
| VAR190007 | SoTrans | Preventive Maintenance | 1,085,190 | 1,085,190 | - | - |
| SON170006 | Sonoma County | SCT Replacement Bus Purchase | 977,104 | 760,178 | - | 216,926 |
| VAR190007 | Sonoma County | SCT Preventive Maintenance | 1,280,000 | 1,280,000 | - | - |
| VAR190006 | Vacaville | Operating Assistance | 1,450,000 | 1,450,000 | - | - |
| NEW | VTA | Signal Improvements Guadalupe | 4,524,670 | - | 4,524,670 | - |
| SCL050001 | VTA | Electric 40' bus replacement 2024 | 18,768,000 | 15,285,583 | - | 3,482,417 |
| SCL050002 | VTA | Rail Replacement and Rehabilitation | 8,827,200 | - | 8,827,200 | - |
| SCL110099 | VTA | Bridge and Structures Repairs FY24 | 680,000 | - | 680,000 | - |
| SCL170005 | VTA | Paratransit Fleet Procurement | 1,445,547 | 1,445,547 | - | - |
| SCL090044 | VTA | OCS Rehab & Replacement Program | 11,400,000 | - | 11,400,000 | - |
| SCL150008 | VTA | Track Intrusion Abatement FY24 | 1,452,000 | - | 1,452,000 | - |
| SCL190026 | VTA | HVAC Replacement Project | 765,560 | - | 765,560 | - |
| NEW | Westcat | Revenue Vehicle Replacement | 1,115,200 | 1,115,200 | - | - |
| REG090054 | WETA | Ferry Channel Dredging - Vallejo Ferry Terminal | 2,605,500 | - | 2,605,500 | - |
| REG090057 | WETA | Ferry Major Component Rehabilitation | 8,062,400 | - | 8,062,400 | - |
| REG090057 | WETA | Ferry Mid-Life Refurbishment - MV Taurus | 3,929,200 | - | 3,929,200 | - |
| REG090057 | WETA | Vessel Engine Injectors Replacement | 222,600 | - | 222,600 | - |
| REG090067 | WETA | Passenger Float Rehabilitation - Oakland Ferry Terminal | 2,067,000 | - | 2,067,000 | - |
| Total Capital Projects | | | 545,197,944 | 208,064,733 | 323,082,854 | 14,050,356 |
| Programmatic Set-Asides | | | | | | |
| TBD | TBD | Fixed Guideway Cap Increase | 22,719,410 | - | 22,719,410 | - |
| TBD | TBD | Zero Emission Bus Facilities Program | 23,501,770 | 23,501,770 | - | - |
| Total Programmed | | | 622,220,941 | 262,368,321 | 345,802,264 | 14,050,356 |
| Fund Balance | | | 104,133,969 | 86,552,134 | 15,846,876 | 1,734,959 |

Date: March 23, 2022

W.I.: 1512

Referred by: PAC

Revised: 05/25/22-C

09/28/22-C

03/22/23-C

04/26/23-C

06/28/23-C

09/27/23-C

12/20/23-C

Attachment D

Resolution No. 4510

Page 1 of 1

Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

| | | | | | |
|-----------------------|--|----------------------|---|---------------------------------------|--|
| File #: | 23-1415 | Version: | 1 | Name: | |
| Type: | Resolution | Status: | | Consent | |
| File created: | 11/2/2023 | In control: | | Programming and Allocations Committee | |
| On agenda: | 12/13/2023 | Final action: | | | |
| Title: | MTC Resolution Nos. 4620 and 4588, Revised. FY2023-24 STA-State of Good Repair Allocations and Project List Revision. | | | | |
| Sponsors: | | | | | |
| Indexes: | | | | | |
| Code sections: | | | | | |
| Attachments: | 8e 23-1415 Summary Sheet State of Good Repair Allocations.pdf 8e 23-1415 MTC Resolution 4620.pdf 8e 23-1415 MTC Resolution 4588.pdf 2d 23-1415 Summary Sheet State of Good Repair Allocations.pdf 2d 23-1415 MTC Resolution 4620.pdf 2d 23-1415 MTC Resolution 4588.pdf | | | | |

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

MTC Resolution Nos. 4620 and 4588, Revised. FY2023-24 STA-State of Good Repair Allocations and Project List Revision.

Presenter:

Terence Lee

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

December 13, 2023

Agenda Item 2d - 23-1415

**MTC Resolution Nos. 4620 and 4588, Revised. FY2023-24 STA-State of Good Repair
Allocations and Project List Revision**

Subject:

Allocation of \$46 million of State Transit Assistance-State of Good Repair (STA-SGR) funds to MTC and transit operators for projects approved by the State Department of Transportation (Caltrans), and revision of FY 2023-24 STA-SGR Regional Project List.

Background:

The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), created the State of Good Repair Account within the State Transit Assistance Program. The State Controller provides the estimate of funding available by operator in accordance with PUC Section 99314 (Revenue-based share) and to the MTC region in accordance with PUC Section 99313 (Population-based share). Approximately \$33.7 million is expected in revenue-based funds, along with \$12.3 million in population-based funds and these amounts are included in the MTC Fund Estimate (MTC Resolution 4556, Revised).

FY 2023-24 State of Good Repair Allocations

MTC compiled and submitted the FY 2023-24 STA-SGR proposed project list for Caltrans' review through Resolution 4588 in July 2023 and the CalSMART grant system. MTC proposes to allocate funds to these projects as required by statute.

Funding recipients are responsible for working directly with Caltrans to deliver their projects and meet the program guidelines. Funds will be allocated to a variety of projects to improve the state of good repair of the Bay Area's transit systems – see Attachment A to this resolution for the complete list of projects and allocations.

Most operators will use their revenue-based funds for state of good repair projects of equipment or facilities, to provide local match for projects funded with other state or federal funds, or for the rehabilitation or purchase of public transit vehicles. In accordance with the policy set forth in MTC Resolution 4321, the population-based STA-SGR funds are allocated to MTC to assist in the delivery of the Next Generation Clipper® system.

MTC Resolution No. 4620 also includes an allocation of \$1.6M of FY 2019-20 funds programmed for the delivery of the Next Generation Clipper® system. Due to pandemic-related impacts to the project schedule, these funds remain unexpended, and the allocation has recently expired. This action will reallocate these funds.

FY 2023-24 State of Good Repair Regional Project List

This action revises MTC Resolution No. 4588 to include a different project for Eastern Contra Costa Transit Authority (Tri-Delta). An issue with a bus wash structure requires immediate attention, and Tri-Delta has requested that FY 2023-24 funds be programmed to this need instead. MTC Resolution No. 4588 also updates the programming amounts for two Golden Gate Bridge, Highway and Transportation District projects, correcting a mistake in the original list.

Issues:

None identified.

Recommendations:

Refer MTC Resolution Nos. 4620 and 4588, Revised to the Commission for Approval

Attachments:

MTC Resolution No. 4620

MTC Resolution No. 4588, Revised



Andrew B. Fremier

Date: December 20, 2023
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4620

This resolution approves the allocation of State Transit Assistance State of Good Repair (STA-SGR) funds for fiscal year 2023-24.

This resolution allocates STA-SGR funds to MTC and to transit operators in the MTC region with approved projects in accordance with the program guidelines developed by the State Department of Transportation as the program administrator.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheet dated December 13, 2022.

Date: December 20, 2023
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2023-24 State Transit Assistance State of Good Repair funds to recipients in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4620

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 Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017) created a Transportation Improvement Fee, Revenue and Taxation Code Section 11053(a), for allocation under the State Transit Assistance Program; and

WHEREAS, the Road Repair and Accountability Act of 2017, SB 1 (Chapter 5, Statutes of 2017) created the State of Good Repair Program within the State Transit Assistance Program, Public Utilities Code Section, 99312.1(c)

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(a), 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 99312.2(b)(2), 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 projects to the State Department of Transportation for approval as required by Public Utilities Code Section 99312.1(d) and the State Department of Transportation has approved those projects for allocation of fiscal year 2023-24 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 may be 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; now, therefore, be it

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; and, be it further

RESOLVED, that the Executive Director is authorized to make scope or allocation changes to Attachment A, up to \$1 million for each project, in consultation with the affected sponsor if approved by the State Department of Transportation or California State Controller.

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 other remote locations on December 20, 2023.

**ALLOCATION OF STATE TRANSIT ASSISTANCE - STATE OF GOOD REPAIR FUNDS
FISCAL YEAR 2023-24**

Recipients are responsible for meeting program guidelines and requirements adopted by Caltrans such as annual reporting and fiscal audit. Allocation amounts below are estimated. Final allocation amounts and disbursements will be based on actual funds received from the State of California. If funds received from the State are less than the allocated amount, the allocation will be reduced accordingly.

| Recipient | FY 2023-24 Project | Allocation | Alloc. No. | Approval Date |
|-------------------------------|---------------------|---------------|------------|---------------|
| <i>Population-based Share</i> | | | | |
| MTC | Clipper/Clipper 2.0 | \$ 12,203,772 | 01 | 12/20/23 |

Population-based Total: \$ 12,203,772

| | | | | |
|----------------------------|--|--------------|----|----------|
| <i>Revenue-based Share</i> | | | | |
| AC Transit | 50 40ft Diesel Buses | \$ 4,278,080 | 02 | 12/20/23 |
| ACE (ACTC Share) | ACE Capital Spares | \$ 49,125 | 03 | 12/20/23 |
| BART | Repair & Rehabilitation of Various BART Districtwide Systems | \$ 6,703,756 | 04 | 12/20/23 |
| PCJPB (Caltrain) | Caltrain FY24 State of Good Repair Improvements | \$ 1,595,267 | 05 | 12/20/23 |
| CCCTA (County Connection) | Intelligent Transportation System Security Maintenance | \$ 139,859 | 06 | 12/20/23 |

| Recipient | FY 2023/24 Project | Allocation | Alloc. No. | Approval Date |
|-------------------------------------|--|---------------------------------|------------|---------------|
| City of Fairfield | Corporation Yard Transit Fleet Electrification Project | 30,624 | 07 | 12/20/23 |
| | <i>Fairfield Share</i> | \$ 24,817 | | |
| | <i>Vacaville Share</i> | \$ 4,441 | | |
| | <i>Dixon Share</i> | \$ 1,366 | | |
| GGBHTD | San Francisco Ferry Terminal Berth Rehabilitation | \$ 1,253,600 | 08 | 12/20/23 |
| | Larkspur Ferry Terminal Fuel System Rehabilitation | \$ 277,126 | 09 | 12/20/23 |
| LAVTA | Bus Replacement Purchase | \$ 67,087 | 10 | 12/20/23 |
| Marin Transit | Purchase Seven 35ft Hybrid Vehicles (LE) | \$ 261,606 | 11 | 12/20/23 |
| NVTA | Vine Zero-Emission Bus Program | \$ 18,993 | 12 | 12/20/23 |
| City of Petaluma | Bus Repair and Rehabilitation | \$ 8,149 | 13 | 12/20/23 |
| SamTrans | Replacement of (135) 2009 Gillig Buses | \$ 1,599,949 | 14 | 12/20/23 |
| City of Santa Rosa | Fixed Route Fleet Preventative Maintenance | \$ 27,383 | 15 | 12/20/23 |
| SFMTA | SFMTA SGR Projects FY23-24 | \$ 11,428,315 | | 12/20/23 |
| | <i>SFMTA Facilities SGR Project FY23-24</i> | \$ 5,714,158 | 16 | |
| | <i>SFMTA Fixed Guideway SGR Project FY23-24</i> | \$ 5,714,158 | 17 | |
| SMART | SMART Capital Spare Parts | \$ 330,712 | 18 | 12/20/23 |
| Solano County Transit (SolTrans) | DPIM Gate Reader for Gillig Hybrids | \$ 58,763 | 19 | 12/20/23 |
| | | <i>SolTrans Share</i> \$ 58,329 | | |
| | | <i>Rio Vista Share</i> \$ 434 | | |
| Sonoma County Transit | Fixed-Route Vehicle Replacements | \$ 38,145 | 20 | 12/20/23 |

| Recipient | FY 2023/24 Project | Allocation | Alloc. No. | Approval Date |
|---------------------------|---|-------------------|-------------------|----------------------|
| ECCTA (Tri-Delta Transit) | ECCTA Bus Wash Structure | \$ 52,620 | 21 | 12/20/23 |
| ECCTA (Tri-Delta Transit) | ECCTA Cash Fares Vault Repairs | \$ 15,000 | 22 | |
| City of Union City | Bus Fleet Upgrades | \$ 20,723 | 23 | 12/20/23 |
| VTA | Cerone Operations Control Center (OCC) | \$ 4,877,619 | 24 | 12/20/23 |
| | <i>VTA Share</i> | \$ 4,849,277 | | |
| | <i>VTA Corresponding to ACE Share</i> | \$ 28,342 | | |
| WCCTA (WestCAT) | Local match for purchase of replacement revenue vehicles. | \$ 88,704 | 25 | 12/20/23 |
| WETA | Water Jet Equipment | \$ 435,002 | 26 | 12/20/23 |

Revenue-based Total: \$ 33,656,207

Population-based Share

| Recipient | FY 2019/20 Project | Allocation | Alloc. No. | Approval Date |
|------------------|---------------------------|-------------------|-------------------|----------------------|
| MTC | Clipper/Clipper 2.0 | \$ 1,626,053 | 27 | 12/20/23 |

FY 19/20 Population-based Total: \$ 1,626,053

Date: July 26, 2023
W.I.: 1511
Referred by: PAC
Revised: 12/20/23-C

ABSTRACT

Resolution No. 4588, Revised

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.

This resolution was updated in December 2023, with further discussion in the Programming and Allocations Summary Sheet dated December 13, 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 | \$1,253,600 | |
| Golden Gate Bridge Highway and Transportation District | Larkspur Ferry Terminal Fuel System Rehabilitation | \$277,126 | |
| | | | |
| 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 |
|--|---|---------------------|---|
| Livermore Amador Valley Transportation Authority (LAVTA) | Bus Replacement Purchase | \$67,087 | |
| 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-Marin 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 Bus Wash Structure | \$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 #: 23-1449 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 11/6/2023 **In control:** Programming and Allocations Committee
On agenda: 12/13/2023 **Final action:**
Title: MTC Resolution Nos. 4571, Revised, 4624, and 4626. Allocation of \$13.3 million in FY2023-24 State Transit Assistance (STA), Five Percent Unrestricted State Fund Revenue, and Regional Measure 3 funds to the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and MTC to support transit operations and capital projects in the region.

Sponsors:

Indexes:

Code sections:

Attachments: [8f 23-1449 Summary Sheet Allocations to WETA and MTC.pdf](#)
[8f 23-1449 MTC Resolution 4571.pdf](#)
[8f 23-1449 MTC Resolution 4624.pdf](#)
[8f 23-1449 MTC Resolution 4626.pdf](#)
[2e 23-1449 Summary Sheet Allocations to WETA and MTC.pdf](#)
[2e 23-1449 MTC Resolution 4571.pdf](#)
[2e 23-1449 MTC Resolution 4624.pdf](#)
[2e 23-1449 MTC Resolution 4626.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

MTC Resolution Nos. 4571, Revised, 4624, and 4626. Allocation of \$13.3 million in FY2023-24 State Transit Assistance (STA), Five Percent Unrestricted State Fund Revenue, and Regional Measure 3 funds to the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and MTC to support transit operations and capital projects in the region.

Presenter:

Luis Garcia

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

December 13, 2023

Agenda Item 2e - 23-1449

MTC Resolution Nos. 4571, Revised, 4624, and 4626

Subject:

Allocation of \$13.3 million in FY2023-24 State Transit Assistance (STA), Five Percent Unrestricted State Fund Revenue, and Regional Measure 3 funds to the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and MTC to support transit operations and capital projects in the region.

Background:

This month's proposed action continues the allocation process of these funds for FY2023-24. Two entities are requesting an allocation that exceeds 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.

State Transit Assistance

Allocation of STA funding continued this month with a \$1.8 million allocation to MTC to support the implementation of the Mapping and Wayfinding recommendations included in the Transit Transformation Action Plan.

Five Percent Bridge Tolls

The Five Percent Unrestricted State Fund Revenues are state funds derived from a cooperative agreement between the California Department of Transportation, Federal Highway Administration, and the Bay Area Toll Authority (BATA) following state action to "federalize" certain toll bridge projects under BATA's jurisdiction. The state funds replace the Five Percent Bridge Toll Program funds originally generated from RM1 bridge toll revenues for transit projects. Programming and allocation policies for both funding sources are outlined in MTC Resolution No. 4015, and further stipulated in the annual Fund Estimate.

WETA has requested an allocation of \$2.9 million from the Five Percent Unrestricted State Fund Revenues for FY 2023-24. This funding will support a range of ferry enhancement projects, including the construction of a new high-speed vessel, overhauls, and refurbishments for existing vessels (MV Gemini, MV Pisces, and MV Hydrus), providing a spare engine for Gemini class vessels, procuring a workboat, and conducting terminal dredging at Vallejo Ferry Terminal. These initiatives aim to improve the ferry fleet's infrastructure, engine performance, passenger spaces, and terminal operations, ensuring increased efficiency and reliability.

Regional Measure 3 Operating Program

The Regional Measure 3 (RM3) Operating Program for FY2023-24 is derived from an adopted toll increase schedule that will provide operational assistance for the Transbay Terminal, expanded ferry service, and regional express bus service in bridge corridors. WETA has requested an allocation of \$8.7 million in FY2023-24, with the remaining funding that WETA would be eligible to receive in this fiscal year being transferred to a reserve which can be used by WETA for future operating or capital purposes, in line with the RM3 statute. Allocations for regional express bus service will be made later this fiscal year and will be determined by further coordination with operators in addressing transit operations shortfalls.

Allocation Summary

The proposed allocation amount is based on the programming levels identified in the FY2023-24 Fund Estimate (MTC Resolution 4569), Blue-Ribbon Transit Transformation Action Plan Program of Projects (MTC Resolution 4519), and the FY2023-24 RM3 Operating Program (MTC Resolution 4625). The proposed allocations are summarized in the following table:

Allocation Amounts by Entity¹ (amounts in millions)

| Entity | STA (Res. 4571) | 5% Unrestricted State (Res. 4624) | RM3 (Res. 4626) | Grand Total |
|---------------|----------------------------|--|----------------------------|------------------------|
| WETA | | \$2.9 | \$8.7 | \$11.5 |
| MTC | \$1.8 | | | \$1.8 |
| Total | \$1.8 | \$2.9 | \$8.7 | \$13.3 |

Note that amounts may not sum due to rounding

Issues:

Approval of this item is contingent on approval of the FY2023-24 Regional Measure 3 Operating Program (MTC Resolution 4625) as part of this month's Commission actions

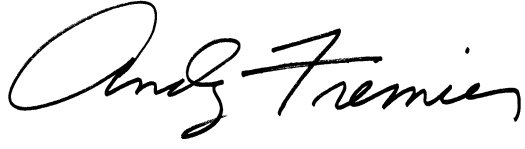
Recommendations:

Refer MTC Resolution Nos. 4571, Revised, 4624, and 4626, to the Commission for approval.

¹Includes 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.

Attachments:

- MTC Resolution Nos. 4571, Revised, 4624, and 4626

| |
|--|
|  |
| Andrew B. Fremier |

Date: June 28, 2023
W.I.: 1514
Referred by: PAC
Revised: 07/26/23-C
09/27/23-C
10/25/23-C
12/20/23-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).

Attachment A of this resolution was revised on September 27, 2023 to allocate funds to Eastern Contra Costa Transit Authority/Tri Delta Transit (ECCTA), Golden Gate Bridge, Highway, and Transportation District (GGBHTD), Marin Transit, Solano Transportation Authority (STA), and Solano County Transit/SolTrans.

Attachment A of this resolution was revised on October 25, 2023 to allocate funds to the San Francisco Bay Area Water Emergency Transportation Authority (WETA).

Attachment A of this resolution was revised on December 20, 2023 to allocate funds to MTC.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2023, July 12, 2023, September 13, 2023, October 11, 2023, and December 13, 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 09/27/23-C
10/25/23-C 12/20/23-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 | 3,521,846 | 13 | 07/26/23 | Sonoma County Transit | |
| ECCTA | Transit Operations | 5,452,035 | 14 | 09/27/23 | Contra Costa County | |
| Marin Transit | Transit Operations | 2,676,693 | 15 | 09/27/23 | Marin Transit | |
| GGBHTD | Transit Operations | 1,724,843 | 16 | 09/27/23 | Golden Gate | |
| SolTrans | Solano Express Transitional Plan | 1,116,002 | 17 | 09/27/23 | Solano County | |
| | Subtotal | 48,292,105 | | | | |
| 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 | |
| Marin Transit | Transit Operations | 2,500,000 | 18 | 09/27/23 | Marin Transit | |
| GGBHTD | Transit Operations | 14,651,179 | 19 | 09/27/23 | GGBHTD | |
| WETA | Transit Operations | 3,238,254 | 22 | 10/25/23 | WETA | |
| | Subtotal | 98,478,297 | | | | |
| 5821 - CCR 6730B Capital Costs - Population-based TAP | | | | | | |
| MTC | Mapping and Wayfinding Project | 1,785,860 | 23 | 12/20/23 | TAP | |
| | Subtotal | 1,785,860 | | | | |

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

| | | | | | |
|-----------------|------------------------|------------------|----|----------|---------------|
| NVTA | Paratransit Operations | 3,209,927 | 10 | 06/28/23 | Napa County |
| Sonoma County | | | | | Sonoma County |
| Transit | Paratransit Operations | 1,173,949 | 12 | 07/26/23 | Transit |
| Subtotal | | 4,383,876 | | | |

5828 - CCR 6731B Planning and Admin - Population-based County Block Grant

| | | | | | |
|-----------------|---------------------------|------------------|----|----------|---------------|
| Solano TA | Planning & Administration | 3,535,297 | 20 | 09/27/23 | Solano County |
| Subtotal | | 3,535,297 | | | |

5600 - Agency Pass Through

| | | | | | |
|-----------------|-------------------------------|---------------------|----|----------|-------------------------------|
| MTC | Agency Pass Through - BART | 15,028,818.5 | 21 | 09/27/23 | TAP STA Rev-based Exchange |
| Subtotal | | 15,028,818.5 | | | |

Total 179,204,254

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: December 20, 2023
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4624

This resolution approves the Five Percent Unrestricted State Fund Revenues program of projects and the allocation of such funds for FY 2023-24. Attachment A to this resolution lists the projects to be funded.

This resolution allocates funds to the Water Emergency Transportation Authority (WETA).

Further discussion is contained in the MTC Programming and Allocations Summary sheet dated December 13, 2023.

Date: December 20, 2023
W.I.: 1514
Referred by: PAC

RE: Programming and Allocation of Five Percent Unrestricted State Fund Revenues in the Fiscal Year 2023-24 to Various Claimants

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4624

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, with the toll increase authorized by the Regional Measure 1, approved by the voters on November 8, 1988, 3% of the revenue from the toll increase collected on all the state-owned bridges in the region may be allocated by MTC pursuant to Streets and Highways Code §§ 30913 and 30914, for certain projects which are designed to reduce vehicular traffic congestion on these bridges; and

WHEREAS, Streets and Highways Code §§ 30913 and 30914 have been amended to require that an additional 2% of those toll revenues be allocated by MTC for the planning, construction, and acquisition of rapid water transit systems; and,

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015 which sets forth MTC's Bridge Toll Revenue Allocation Policy and established the Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues Programming and Allocation Policy; and

WHEREAS, the claimants listed on Attachment A have submitted applications to MTC for allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY 2023-24; and

WHEREAS, those applications are for projects and purposes that are in conformance with MTC's Regional Transportation Plan, with the requirements of the California Environmental Quality Act (Public Resources Code § 2100 et seq.) and the State Environmental Impact Report Guidelines (14 Cal. Admin. Code § 15000 et seq.); now therefore, be it

RESOLVED, that MTC approves the programming and allocation of Five Percent Unrestricted State Fund Revenues in FY 2023-24 to the claimants, in the amounts, for the purposes,

and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Vice 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 December 20, 2023.

Date: December 20, 2023
Referred by: PAC

Attachment A

ALLOCATION OF FIVE PERCENT UNRESTRICTED STATE FUND REVENUES AND TWO PERCENT BRIDGE
TOLL REVENUES
FOR FISCAL YEAR 2023-24

| Claimant | Project Description | Allocation Amount | Alloc. Code | Approval Date | Apportionment Area |
|--|---|----------------------|----------------|------------------|-----------------------|
| <i>Five Percent Unrestricted State Fund Revenues</i> | | | | | |
| WETA | Vessel refurbishments/overhauls and various capital ferry improvements | 2,866,803 | 01 | 12/20/23 | Ferry |
| | <i>Subtotal</i> | 2,866,803 | | | |
| | <i>Total</i> | 2,866,803 | | | |

Date: December 20, 2023
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4626

This resolution approves the allocation of the Regional Measure 3 operating funds for FY 2023-24.

This resolution allocates funds to the Water Emergency Transportation Authority (WETA).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheet dated December 13, 2023.

Date: December 20, 2023
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 3 Operating Program funds for FY 2023-24

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4626

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

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

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

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

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

WHEREAS, RM3 establishes the RM 3 Expenditure Plan and identifies specific capital projects and operating programs eligible for RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and.

WHEREAS, RM3 assigns administrative duties and responsibilities for the implementation of the Regional Measure 3 Expenditure Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Measure 3 Expenditure Plan by bonding or transfers RM3 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the RM3 Expenditure Plan on December 18, 2019, specifying the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404, Revised); and

WHEREAS, MTC has reviewed the allocation requests submitted for RM3 Operating Program funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM3 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Section 30914.7(c) of the California Streets and Highways Code to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM3 funding, project specific conditions, and amounts recommended for RM3 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM3 funds in accordance with Attachment A; and be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the project sponsor complying with the provisions of the RM3 Expenditure Plan Policies and Procedures as set for in length in MTC Resolution 4404, Revised; and be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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 December 20, 2023.

FY 2023-24 ALLOCATION OF REGIONAL MEASURE 3 FUNDS
FOR OPERATING PROGRAM

1. Funding for each route is limited to the amount identified in the FY2023-24 RM3 Operating Program (MTC Resolution 4625).
2. Allocation amounts may be reduced in order to stay within the statutorily mandated RM3 operating program limit of 16% of annual revenue [SHC Section 30914.7(c)].
3. Payment of RM3 operating funds may be limited to no more than 1/12 of the allocated amount monthly.
4. Reimbursement is contingent upon execution of the RM3 Operating Agreement between MTC and individual project sponsors, which will take the form of the Master Funding Agreement and RM3 Program Supplement.

| Claimant | Project Description | Allocation Amount | Allocation Code | Approval Date | Project Number |
|-----------------|----------------------------|--------------------------|------------------------|----------------------|-----------------------|
| WETA | Ferry Service | \$ 8,700,450 | 01 | 12/20/23 | 3 |
| Total | | \$ 8,700,450 | | | |



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-1416 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 11/2/2023 **In control:** Programming and Allocations Committee
On agenda: 12/13/2023 **Final action:**
Title: MTC Resolution Nos. 4594, Revised; 4613, Revised; and 4615. Allocation of \$16.8 million in Regional Measure 3 (RM3) capital funds to Solano Transportation Authority (STA), Alameda-Contra Costa Transit District (AC Transit), and San Francisco Municipal Transportation Agency (SFMTA)

Sponsors:

Indexes:

Code sections:

Attachments: [8g 23-1416 Summary Sheet STA ACTransit SFMTA Allocations.pdf](#)
[8g 23-1416 Attachment A RM3 Plan Tracker.pdf](#)
[8g 23-1416 Attachment B RM3 Allocation Project Summary.pdf](#)
[8g 23-1416 MTC Resolution 4594.pdf](#)
[8g 23-1416 MTC Resolution 4613.pdf](#)
[8g 23-1416 MTC Resolution 4615.pdf](#)
[2f 23-1416 Summary Sheet STA ACTransit SFMTA Allocations.pdf](#)
[2f 23-1416 Attachment A RM3 Plan Tracker.pdf](#)
[2f 23-1416 Attachment B RM3 Allocation Project Summary.pdf](#)
[2f 23-1416 MTC Resolution 4594.pdf](#)
[2f 23-1416 MTC Resolution 4613.pdf](#)
[2f 23-1416 MTC Resolution 4615.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

MTC Resolution Nos. 4594, Revised; 4613, Revised; and 4615. Allocation of \$16.8 million in Regional Measure 3 (RM3) capital funds to Solano Transportation Authority (STA), Alameda-Contra Costa Transit District (AC Transit), and San Francisco Municipal Transportation Agency (SFMTA)

Presenter:

Julieth Ortiz

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

December 13, 2023

Agenda Item 2f - 23-1416

MTC Resolution Nos. 4594, Revised; 4613, Revised; and 4615. Allocation of \$16.8 million in Regional Measure 3 (RM3) capital funds to Solano Transportation Authority (STA), Alameda-Contra Costa Transit District (AC Transit), and San Francisco Municipal Transportation Agency (SFMTA)

Subject:

Recommended allocation of a total \$16.8 million in RM3 capital funds to Solano Transportation Authority (I-80/I-680/SR12 Interchange Project), Alameda-Contra Costa Transit District (Quick Build Transit Priority Projects) and San Francisco Municipal Transportation Agency (Muni Fleet Expansion & Facilities: Potrero Modernization Project).

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. To date, the RM3 Capital Program has made a total of \$870.3 million dollars in allocations.

December RM3 Allocation Recommendation

Staff recommends approval of \$16.8 million in RM3 allocations to five projects, including one with a previously approved LONP. The table below 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) |
|------------------------|----------------------------------|---|---------------------------------|---|
| STA | 4594 #21.1 | I-80/I-680/SR-12 Interchange (Packages 1 & 2, Right-of-Way) | \$18.6 | \$1.8 |
| STA | 4594 #21.2 | I-80/I-680/SR-12 Interchange (Package 5, Final Design) | \$0 | \$10 |
| AC Transit | 4613 #12.2 | Quick Build Transit Priority Projects | \$0 | \$1.5 |
| SFMTA | 4615 #10.1 | Potrero Modernization Project | \$0 | \$3.5 |
| | | Total | \$18.6 | \$16.8 |

Issues:

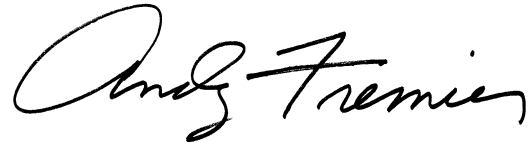
The recommended allocation for AC Transit Rapid Bus Improvements (Quick Build Transit Priority Projects) is contingent upon approval of the allocation request by the Alameda County Transportation Commission (ACTC), which is a listed co-sponsor in statute. Approval by ACTC is expected in early 2024. Confirmation of ACTC approval will be required before reimbursement can be made.

Recommendations:

Refer MTC Resolution Nos. 4594 Revised, 4613 Revised and 4615 to the Commission for approval.

Attachments:

- Attachment A: RM3 Capital Expenditure Plan Tracker
- Attachment B: RM3 Allocation Project Summaries
- MTC Resolution Nos. 4594 Revised, 4613 Revised and 4615

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is written in a cursive, flowing style with a large initial "A".

Andrew B. Fremier

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-680 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 | \$ 0.7 | 4614 | 11/15/2023 |
| 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 | TJPA | | \$ 100.7 | 4612 | 11/15/2023 |
| 10 | Muni Fleet Expansion & Facilities | \$ 140 | SFMTA | | | | |
| 10.1 | Potrero Modernization Project | | SFMTA | | \$ 3.5 | | 12/20/2023 |
| 11 | Core Capacity Transit Improvements | \$ 140 | MTC/ACTC/AC Transit | | | | |
| 12 | AC Transit Rapid Bus Corridor Improvements | \$ 100 | AC Transit/ACTC | | | | |
| 12.1 | <i>Telegraph Rapid</i> | | AC Transit | | \$ 2.7 | 4613 | 11/15/2023 |
| 12.2 | Quick Build Transit Priority Projects | | AC Transit | | \$ 1.5 | 4613 | 12/20/2023 |
| 13 | Transbay Rail Crossing | \$ 50 | BART | | | | |
| 14 | Tri-Valley Transit Access Improvements | \$ 100 | MTC /tbd | | | | |
| 15 | Eastridge to BART Regional Connector | \$ 130 | VTA | | \$ 130.0 | 4596 | 7/26/2023 |
| 16 | San Jose Diridon Station | \$ 100 | VTA | \$ 30.0 | \$ 30.0 | 4608 | 10/25/2023 |

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 | 101/92 Area Improvements Project | | 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 | Marin Segment | \$ 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 | | | |
| 21.1 | Solano County I-80/I-680/SR-12 Interchange Project (Package 2) | | STA | | \$ 3.7 | 4594 | 12/20/2023 |
| 21.2 | Solano County I-80/I-680/SR-12 Interchange Project (Package 5) | | STA | | \$ 10.0 | 4594 | 12/20/2023 |
| 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 | Interim Segment B - PAED & PS&E | \$ 20 | SCTA | \$ - | \$ 6.0 | 4607 | 10/25/2023 |
| 23.3 | Hwy 37/121 Improvements - PAED | \$ 4 | SCTA | | | | |
| 23.4 | Segments A1 & A2 Levee Study | 3 | TAM | | | | |
| 23.5 | Segment A & B Improvements | \$ 58 | SCTA/TAM | | | | |
| 24 | San Rafael Transit Center | \$ 30 | GGBHTD | | | | |
| 25 | Richmond-San Rafael Bridge Access Improvements | \$ 210 | BATA/CCTA/TAM | | | | |
| 25.1 | US-101/I-580 Direct Connector | \$ 135 | TAM | \$ 5.6 | \$ 7.8 | 4606 | 10/25/2023 |
| 25.X | Projects in Contra Costa County | \$ 75 | BATA/CCTA | | | | |
| 26 | North Bay Transit Improvements | \$ 100 | MTC | | | | |
| 26.1 | Vine Transit Maintenance Facility | \$ 20 | NVTA | \$ 20.0 | \$ 20.0 | 4584 | 6/26/2023 |
| 26.2 | Solano Rail Hub | \$ 2 | STA | | \$ 2.0 | 4584 | 7/26/2023 |
| 26.3 | County Connection Bus Replacements | \$ 5 | CCCTA | | \$ 5.0 | 4584 | 9/27/2023 |

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 |
|--------------|--|----------------------|--|--------------------------------|-------------------------------------|-----------------------|--|
| 26.X | Solano Projects TBD | \$ 18 | STA | | | | |
| 26.X | Contra Costa Projects TBD | \$ 15 | CCTA | | | | |
| 26.X | Sonoma Projects TBD | \$ 20 | SCTA | | | | |
| 26.X | Marin Projects TBD | \$ 20 | TAM | | | | |
| 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 | \$ 50.0 | 4609 | 11/15/2023 |
| 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 | | | | |
| 34.1 | Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4 | \$ 13 | CCTA | \$ 13.0 | \$ 13.0 | 4585 | 6/26/2023 |
| 35 | I-680 Transit Improvements | \$ 10 | CCTA | | | | |
| 35.1 | Martinez Amtrak & Walnut Creek BART Shared Mobility Hubs | | | | | | |
| 35.X | I-680 Bus on Shoulder | | | | | | |
| 35.X | Bollinger Canyon Road Shared Mobility Hub | | | | | | |
| Total | | \$ 4,450 | | \$ 602.1 | \$ 870.3 | | |

Notes

- 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.
- 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.
- LONPs have been issued under MTC Res. No. 4412

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 Issued³ (\$M) | Allocated Amount⁴ (\$M) | Allocating Resolution | Most Recent Allocation Date⁴ |
|--------------------|------------------------------------|-----------------------------|---|--------------------------------------|---|------------------------------|--|
|--------------------|------------------------------------|-----------------------------|---|--------------------------------------|---|------------------------------|--|

4 Inclusive of current month requests, which are indicated in **bold font**.

December 2023 Recommended RM3 Allocation – Project Summaries

STA – I-80/I-680/SR-12 Interchange (\$11.8 million)

RM3 provides \$150 million in toll funds to RM3 Project 21, the Solano County Interstate 80/Interstate 680/State Route 12 Interchange project. The Project proposes improvements to address traffic operations and congestion in the existing interchange complex. The entire project will construct an interchange at Red Top Road, a westbound Interstate 80 to southbound Interstate 680 connector, and improve ramps along I-80, I-680, and SR-12. Package 2 (the SR-12 eastbound to I-80 eastbound connector) opened to traffic in 2022. This month, staff recommends allocating \$1.8 million to Packages 1 and 2 to complete remaining utility work in the right-of-way phase. Staff also recommends allocating \$10 million to complete the design phase of Package 5, which will improve the Red Top Road interchanges at I-80 and SR-12, and extend Red Top Road to Business Center Parkway to improve local traffic circulation and eliminate local trips from the freeway.

AC Transit – Quick Build Transit Priority Projects (\$1.5 million)

RM3 provides \$100 million in toll funds to RM3 Project 12, AC Transit Rapid Bus Corridor Improvements, for bus purchases and capital improvements that reduce travel times and increase service frequency along key corridors. The project sponsors for this category are AC Transit and Alameda County Transportation Commission (ACTC). This second allocation for \$1.5 million will fund the construction of red transit lanes, bus bulbs, queue jump, bus stop improvements, bus shelters along Durant Avenue in Berkeley between Fulton Street and College Avenue; pedestrian bulb, high visibility cross walk, bus stop relocation, bike lane striping along MacArthur Boulevard in Oakland; and improved delineation between bus lanes and general-purpose traffic lanes along International Boulevard in Oakland. These improvements will benefit AC Transit Lines 1T, 6, 7, 36, 51B, 57, 79.

SFMTA – Potrero Modernization Project (\$3.5 million)

RM3 provides \$140 million in toll funds to RM3 Project 10, MUNI Fleet Expansion and Facilities. This RM3 programmatic category funds replacement and expansion of the San Francisco Municipal Transportation Agency's MUNI vehicle fleet and associated facilities. The

Potrero Modernization Project is the first requested allocation under this category. This project will result in the demolition and reconstruction of the existing 100+ year old transit facility to service an all-electric trolley bus transit fleet, with the facility having a built-in capacity and capability to possibly transition to service of battery-electric buses (BEBs) in the future. The site is 4.4 acres located at 2500 Mariposa Street at the cross streets of Bryant, Hampshire, and 17th Streets. The existing facility was built in 1915, and services 153 40' and 60' trolley buses in a building designed to maintain streetcars that was last significantly upgraded in 1950. The new facility is projected to service 213 40' and 60' trolley buses with a design that allows for possible transition to service of battery-electric buses (BEBs) in the future. The allocation request will finalize the bus facility design, as well as help with FEIR and entitlements for the SFMTA's new Potrero bus facility – which is being constructed to have a lifespan of approximately 100 years.

Date: June 28, 2023
W.I.: 1255
Referred by: PAC
Revised: 12/20/203-C

ABSTRACT

Resolution No. 4594, Revised

This resolution approves the allocation of Regional Measure 3 funds for Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project, sponsored by the Solano Transportation Authority (STA).

This Resolution includes the following attachments:

Attachment A – Allocation Summary and Conditions of Allocation

Attachment B – Project and Subproject Details

Attachment C – Project Funding Plan and Schedule

Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution was revised on December 20, 2023 through Commission action to allocate \$1.8 million in RM3 funds for subproject 1, I-680/SR-4 Interchange Improvements – Package 2 (right-of-way phase), and to allocate \$10 million in RM3 funds to subproject 2, I-680/SR-4 Interchange Improvements – Package 5 (design phase).

Additional discussion of this action is contained in the Programming and Allocations Summary Sheets dated June 14, 2023, and December 13, 2023.

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

RE: Approval of Allocation of Regional Measure 3 Funds for I-80/I-680/SR-12 Interchange project.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4594

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

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

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

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

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

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

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

WHEREAS, the I-80/I-680/SR-12 Interchange project (PROJECT) is identified as capital project number 21 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the Solano Transportation Authority (SPONSOR) is the project sponsor for the PROJECT; and

WHEREAS, SPONSOR has submitted a request for the allocation of RM3 funds for the PROJECT; and

WHEREAS, SPONSOR has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the SPONSOR is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of SPONSOR's IPR for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

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

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

RESOLVED, that MTC approves MTC staff's review of SPONSOR's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon SPONSOR complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

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

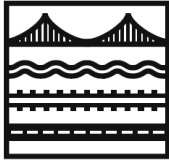
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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



Regional Measure 3

Allocation of Funds

Allocation Summary

| | |
|---------------------------|--|
| RM3 Project Number | 21.1 |
| Project Title | I-80/I-680/SR-12 Interchange Project (Package 2) |
| Project Sponsor | Solano Transportation Authority |

Activities to be funded with Allocation #1:

This allocation will fund the right-of-way phase for the I-80/680/SR-12 Interchange project (Package 2).
 LONPs for right-of-way phase approved for: \$375,000 on Jan. 26, 2022; \$800,000 on Jun. 22, 2022; and \$700,000 on Feb. 15, 2023.

Funding Information:

| Allocation Instruction No. | Approval Date | Phase | Reimbursement Year | Expiration Date | Allocation Amount |
|-------------------------------|------------------|-------|-----------------------|--------------------|----------------------|
| 23459401 | 28-Jun-23 | ROW | FY 2022-23 | 30-Jun-24 | \$ 1,875,000 |

| | |
|---------------------------------|--------------|
| Cumulative Total - Allocation 1 | \$ 1,875,000 |
|---------------------------------|--------------|

Activities to be funded with Allocation #2:

This allocation will fund the right-of-way phase for the I-80/680/SR-12 Interchange project for Packages 1 & 2.

Funding Information:

| Allocation Instruction No. | Approval Date | Phase | Reimbursement Year | Expiration Date | Allocation Amount |
|-------------------------------|------------------|-------|-----------------------|--------------------|----------------------|
| 23459402 | 20-Dec-23 | ROW | FY 2023-24 | 30-Jun-25 | \$ 1,800,000 |

| | |
|---------------------------------|--------------|
| Cumulative Total - Allocation 2 | \$ 1,800,000 |
|---------------------------------|--------------|

| | |
|---------------------------------|--------------|
| Cumulative Total - Project 21.1 | \$ 3,675,000 |
|---------------------------------|--------------|



Regional Measure 3

Allocation of Funds

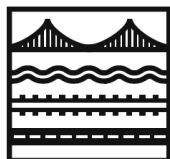
Conditions of Allocation

| | |
|---------------------------|--|
| RM3 Project Number | 21.1 |
| Project Title | I-80/I-680/SR-12 Interchange Project (Package 2) |
| Project Sponsor | Solano Transportation Authority |

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

| Conditions of Allocation #1 | |
|-----------------------------|--|
| 1 | This allocation is contingent upon the STA Board approving the allocation resolution on June 14, 2023. |
| 2 | |

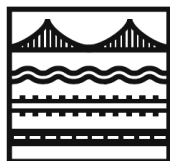
| Conditions of Allocation #2 | |
|-----------------------------|--|
| 1 | Allocation No. 23459402 may be used on costs incurred for ROW work under Package 1 |
| 2 | |



Regional Measure 3 Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

| | | |
|--|--|--------------------------------------|
| RM3 Project Number | 21.1 | |
| Project Title | I-80/I-680/SR-12 Interchange Project (Package 2) | |
| Lead Sponsor(s) | Other Sponsor(s) | Implementing Agency |
| Solano Transportation Authority (STA) | | STA/Caltrans |
| Legislated Project Description | | RM3 Legislated Funding (in \$1,000s) |
| (21) Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project. Construct Red Top Road interchange and westbound Interstate 80 to southbound Interstate 680 connector. The project sponsor is the Solano Transportation Authority. One hundred fifty million dollars (\$150,000,000). | | \$150,000 |
| Sponsor Programming and Allocation Request Action | | |
| The STA Board will consider the allocation resolution at its meeting on December 13, 2023. | | |
| Detailed Project/Subproject Description | | |
| The I-80/I-680/SR 12 Interchange Project proposes improvements to address traffic operations and congestion in the existing interchange complex. Package 2 will remove the existing eastbound SR 12W to eastbound I-80 connector. A new two-lane highway alignment and bridge structure for the eastbound SR 12W to eastbound I-80 will be constructed that meets the design requirements for future project phases. The new bridge structure will be designed to accommodate a future connector to southbound I-680. The project will construct the off-ramp from eastbound SR 12W to Green Valley Road. A braided ramp connection for eastbound I-80 to Green Valley Road and southbound I-680 will also be constructed. Construction of this project started in the summer of 2020 and opened to traffic late 2022. | | |



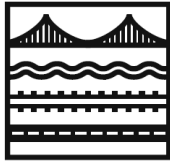
Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

| | |
|---------------------------|--|
| RM3 Project Number | 21.1 |
| Project Title | I-80/I-680/SR-12 Interchange Project (Package 2) |
| Project Sponsor | Solano Transportation Authority |

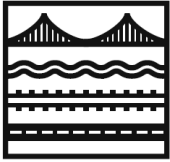
| Project Funding Plan | | | | Project Schedule | |
|------------------------------|--|------------------------|----------------------------|------------------|--------|
| Phase | Funding Source | Committed? (Yes/No) | Total Amount (\$1,000s) | Start | End |
| ENV | | | | Oct-02 | Dec-12 |
| | | | | | |
| | | | | | |
| | ENV Subtotal | | \$ - | | |
| PSE | STIP | Yes | \$ 9,000 | Jun-18 | Jun-20 |
| | | | | | |
| | | | | | |
| | PSE Subtotal | | \$ 9,000 | | |
| ROW | RM3 | Yes | \$ 3,675 | Mar-19 | Dec-22 |
| | STIP | Yes | \$ 3,200 | | |
| | RM3 (Pending) | Yes | \$ 7,300 | | |
| | ROW Subtotal | | \$ 14,175 | | |
| CON | RM3 (Pending) | Yes | \$ 7,100 | Sep-20 | Dec-23 |
| | SB1 Trade Corridor Enhancement Program | Yes | \$ 53,200 | | |
| | RM3 (Pending) | Yes | \$ 16,700 | | |
| | | | | | |
| | CON Subtotal | | \$ 77,000 | | |
| Capital Funding Total | | | \$ 100,175 | | |



Cash Flow Plan

Cash Flow Plan for RM3 Deliverable Segment(s) - Funding by planned year of expenditure

| Future | | | | | | | Total Amount |
|-----------------------|-------|------------|---------|---------|---------|---------|--------------------------|
| Funding Source | Phase | Prior | 2022-23 | 2023-24 | 2024-25 | 2025-26 | committed (\$ thousands) |
| RM 3 | ENV | | | | | | \$ - |
| | | | | | | | \$ - |
| | | | | | | | \$ - |
| ENV Subtotal | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| STIP | PS&E | \$ 9,000 | | | | | \$ 9,000 |
| | | | | | | | \$ - |
| | | | | | | | \$ - |
| PSE Subtotal | | \$ 9,000 | \$ - | \$ - | \$ - | \$ - | \$ 9,000 |
| RM 3 | ROW | \$ 3,675 | | | | | \$ 3,675 |
| STIP | ROW | \$ 3,200 | | | | | \$ 3,200 |
| RM 3 (Pending) | ROW | \$ 7,300 | | | | | \$ 7,300 |
| ROW Subtotal | | \$ 14,175 | \$ - | \$ - | \$ - | \$ - | \$ 14,175 |
| RM 3 (Pending) | CON | \$ 7,100 | | | | | \$ 7,100 |
| SB1 TCEP | CON | \$ 53,200 | | | | | \$ 53,200 |
| RM 3 (Pending) | CON | \$ 16,700 | | | | | \$ 16,700 |
| | | | | | | | \$ - |
| | | | | | | | \$ - |
| CON Subtotal | | \$ 77,000 | \$ - | \$ - | \$ - | \$ - | \$ 77,000 |
| RM 3 Funding Subtotal | | \$ 34,775 | \$ - | \$ - | \$ - | \$ - | \$ 34,775 |
| Capital Funding Total | | \$ 100,175 | \$ - | \$ - | \$ - | \$ - | \$ 100,175 |



Regional Measure 3

Allocation of Funds

Allocation Summary

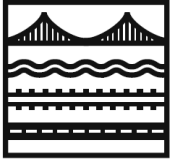
| | |
|---------------------------|--|
| RM3 Project Number | 21.2 |
| Project Title | I-80/I-680/SR-12 Interchange Project (Package 5) |
| Project Sponsor | Solano Transportation Authority |

| |
|--|
| Activities to be funded with Allocation #1: |
| This allocation will fund the design phase for the I-80/680/SR-12 Interchange project (Package 5). |

| Funding Information: | | | | | |
|----------------------------|---------------|-------|--------------------|-----------------|-------------------|
| Allocation Instruction No. | Approval Date | Phase | Reimbursement Year | Expiration Date | Allocation Amount |
| 23459403 | 20-Dec-23 | PS&E | FY 2023-24 | 30-Jun-26 | \$ 10,000,000 |

| | |
|---------------------------------|---------------|
| Cumulative Total - Allocation 1 | \$ 10,000,000 |
|---------------------------------|---------------|

| | |
|---------------------------------|---------------|
| Cumulative Total - Project 21.2 | \$ 10,000,000 |
|---------------------------------|---------------|



Regional Measure 3

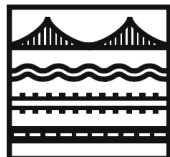
Allocation of Funds

Conditions of Allocation

| | |
|---------------------------|--|
| RM3 Project Number | 21.2 |
| Project Title | I-80/I-680/SR-12 Interchange Project (Package 2) |
| Project Sponsor | Solano Transportation Authority |

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

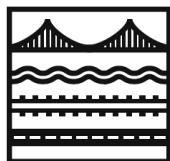
| Conditions of Allocation #1 | |
|-----------------------------|--|
| 1 | This allocation is contingent upon the STA Board approving the allocation resolution on December 13, 2023. |
| 2 | |



Regional Measure 3 Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

| | | |
|---|--|---------------------|
| RM3 Project Number | 21.2 | |
| Project Title | I-80/I-680/SR-12 Interchange Project (Package 2) | |
| Lead Sponsor(s) | Other Sponsor(s) | Implementing Agency |
| Solano Transportation Authority (STA) | | STA/Caltrans |
| Legislated Project Description | RM3 Legislated Funding (in \$1,000s) | |
| (21) Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project. Construct Red Top Road interchange and westbound Interstate 80 to southbound Interstate 680 connector. The project sponsor is the Solano Transportation Authority. One hundred fifty million dollars (\$150,000,000). | \$150,000 | |
| Sponsor Programming and Allocation Request Action | | |
| The STA Board will consider the allocation resolution at its meeting on December 13, 2023. | | |
| Detailed Project/Subproject Description | | |
| The I-80/I-680/SR 12 Interchange Project proposes improvements to address traffic operations and congestion in the existing interchange complex. Package 5 will construct the SR 12 (West)/Red Top Road/Business Center Drive partial interchange, extending Business Center Drive across SR 12 to connecting with a realigned Red Top Road at the existing I-80/Red Top Interchange. These improvements will complete local roadway improvements to create a parallel arterial between I-80/Red Top Road east to I-80/ Abernathy Road. | | |



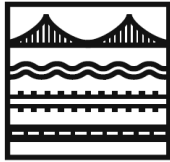
Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

| | |
|---------------------------|--|
| RM3 Project Number | 21.2 |
| Project Title | I-80/I-680/SR-12 Interchange Project (Package 5) |
| Project Sponsor | Solano Transportation Authority |

| Project Funding Plan | | | | Project Schedule | |
|------------------------------|----------------|------------------------|----------------------------|------------------|--------|
| Phase | Funding Source | Committed? (Yes/No) | Total Amount (\$1,000s) | Start | End |
| ENV | | | | Apr-10 | Oct-12 |
| | | | | | |
| | | | | | |
| | ENV Subtotal | | \$ - | | |
| PSE | RM3 | Yes | \$ 10,000 | Oct-23 | Dec-25 |
| | Other Local | Yes | \$ 200 | | |
| | | | | | |
| | PSE Subtotal | | \$ 10,200 | | |
| ROW | TBD | No | \$ 7,723 | Dec-25 | Dec-28 |
| | | | | | |
| | | | | | |
| | ROW Subtotal | | \$ 7,723 | | |
| CON | TBD | No | \$ 65,602 | Dec-28 | TBD |
| | | | | | |
| | | | | | |
| | CON Subtotal | | \$ 65,602 | | |
| Capital Funding Total | | | \$ 83,525 | | |



Regional Measure 3

Allocation of Funds

Cash Flow Plan

| | |
|---------------------------|--|
| RM3 Project Number | 21.2 |
| Project Title | I-80/I-680/SR-12 Interchange Project (Package 5) |
| Project Sponsor | Solano Transportation Authority |

Cash Flow Plan for RM3 Deliverable Segment(s) - Funding by planned year of expenditure

| Funding Source | Phase | Prior | 2022-23 | 2023-24 | 2024-25 | 2025-26 | Future committed | Total Amount (\$ thousands) |
|------------------------------|-------|-------|---------|-----------|---------|---------|------------------|-----------------------------|
| RM 3 | ENV | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| ENV Subtotal | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| ROW | PS&E | | | \$ 10,000 | | | | \$ 10,000 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| PSE Subtotal | | \$ - | \$ - | \$ 10,000 | \$ - | \$ - | \$ - | \$ 10,000 |
| TBD | ROW | | | | | | \$ 7,723 | \$ 7,723 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| ROW Subtotal | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 7,723 | \$ 7,723 |
| TBD | CON | | | | | | \$ 65,602 | \$ 65,602 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| CON Subtotal | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 65,602 | \$ 65,602 |
| RM 3 Funding Subtotal | | \$ - | \$ - | \$ 10,000 | \$ - | \$ - | \$ 73,325 | \$ 83,325 |
| Capital Funding Total | | \$ - | \$ - | \$ 10,000 | \$ - | \$ - | \$ 73,325 | \$ 83,325 |

Date: November 15, 2023
W.I.: 1255
Referred by: PAC
Revised: 12/20/2023-C

ABSTRACT

Resolution No. 4613, Revised

This resolution approves the allocation of Regional Measure 3 funds for Alameda-Contra Costa Transit District (AC Transit) Rapid Bus Corridor Improvements, sponsored by AC Transit and the Alameda County Transportation Commission.

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 \$2.7 million in RM3 funds to AC Transit for the construction phase of the Telegraph Rapid Corridor project.

This resolution was revised on December 20, 2023, to allocate \$1.5 million in RM3 funds to the AC Transit for the construction phase of the Quick Build Transit Priority Project.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated November 8, 2023 and December 13, 2023.

Date: November 15, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for Alameda-Contra Costa Transit District Rapid Bus Corridor Improvements.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4613, REVISED

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. 4613

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, Revised); and

WHEREAS, the Alameda-Contra Costa Transit District (AC Transit) Rapid Bus Corridor Improvements program is identified as capital project number 12 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, AC Transit and the Alameda County Transportation Commission (ACTC) are the project sponsors for the Program; and

WHEREAS, AC Transit, as the implementing agency, has submitted a request for the allocation of RM3 funds for the Telegraph Rapid Corridor Project and for the Quick Build Transit Priority Project; and

WHEREAS, AC Transit has submitted an initial Project Report (IPR) for each project, 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 AC Transit 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 AC Transit'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 AC Transit's IPR for each 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 AC Transit 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

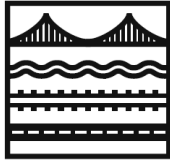
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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 November 15, 2023.



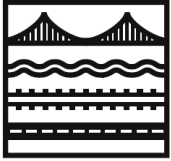
Regional Measure 3 Allocation of Funds Allocation Summary

| | |
|---------------------------|---------------------------------------|
| RM3 Project Number | 12.2 |
| Project Title | Quick Build Transit Priority Project |
| Project Sponsor | Alameda-Contra Costa Transit District |

| | | | | | |
|--|------------------|-------|-----------------------|--------------------|----------------------|
| Activities to be funded with Allocation #1: | | | | | |
| The Quick Build Transit Priority project is part of the Rapid Bus Corridor Improvement program, benefitting AC Transit Lines 1T, 6, 7, 36, 51B, 57, 79. There are 3 parts to this project: | | | | | |
| 1. Durant Avenue in Berkeley between Fulton Street and College Avenue: red transit lanes, bus bulbs, queue jump, bus stop improvements, bus shelters | | | | | |
| 2. MacArthur Boulevard in Oakland, at Alma Avenue near Oakland High School: pedestrian bulb, high visibility cross walk, bus stop relocation, bike lane striping | | | | | |
| 3. International Boulevard in Oakland between 14th Avenue and 107th Avenue: improved delineation between bus lanes and general purpose traffic lanes along. | | | | | |
| Funding Information: | | | | | |
| Allocation Instruction No. | Approval Date | Phase | Reimbursement Year | Expiration Date | Allocation Amount |
| 24461302 | 20-Dec-23 | CON | FY 2023-24 | 30-Jun-25 | \$ 1,500,000 |

| | |
|---------------------------------|--------------|
| Cumulative Total - Allocation 1 | \$ 1,500,000 |
|---------------------------------|--------------|

| | |
|------------------------------|--------------|
| Cumulative Total - Project 9 | \$ 1,500,000 |
|------------------------------|--------------|



Regional Measure 3

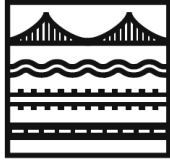
Allocation of Funds

Conditions of Allocation

| | |
|---------------------------|---------------------------------------|
| RM3 Project Number | 12.2 |
| Project Title | Quick Build Transit Priority Project |
| Project Sponsor | Alameda-Contra Costa Transit District |

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

| | |
|---|---|
| Conditions of Allocation #1 | |
| This allocation is contingent upon completion of the following: | |
| 1 | This allocation is conditioned on approval of the allocation request by the Alameda County Transportation Commission. |

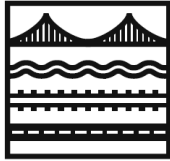


Regional Measure 3 Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

Revised December 20, 2023
Attachment C
MTC Resolution No. 4613, Revised
Page 1 of 2

| | | |
|--|--|---|
| RM3 Project Number | 12.2 | |
| Project Title | Quick Build Transit Priority Project | |
| Lead Sponsor(s) | Other Sponsor(s) | Implementing Agency |
| Alameda-Contra Costa Transit District | Alameda County Transportation Commission | Alameda-Contra Costa Transit District |
| Legislated Project Description | | RM3 Legislated Funding (in \$1,000s) |
| (12) Alameda-Contra Costa Transit District (AC Transit) Rapid Bus Corridor Improvements. Fund bus purchases and capital improvements to reduce travel times and increase service frequency along key corridors. The project sponsors are AC Transit and Alameda County Transportation Commission. One hundred million dollars (\$100,000,000). | | \$100,000 |
| Sponsor Programming and Allocation Request Action | | |
| This allocation is conditioned on the allocation request by the Alameda County Transportation Commission (ACTC), which is a listed co-sponsor in statute. Approval by ACTC is expected in early 2024. Confirmation of ACTC approval will be required before reimbursement can be made. | | |
| Detailed Project/Subproject Description | | |
| The Quick Build Transit Priority project is part of the Rapid Bus Corridor Improvement program, benefitting AC Transit Lines 1T, 6, 7, 36, 51B, 57, 79. Improvements include red transit lanes, bus bulbs, queue jump, bus stop improvements, bus shelters along Durant Avenue in Berkeley between Fulton Street and College Avenue; pedestrian bulb, high visibility cross walk, bus stop relocation, bike lane striping along MacArthur Boulevard in Oakland; and improved delineation between bus lanes and general purpose traffic lanes along International Boulevard in Oakland. | | |



Regional Measure 3 Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

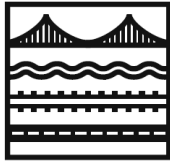
Revised December 20, 2023
Attachment C
MTC Resolution No. 4613, Revised
Page 2 of 2

| | |
|---------------------------|---------------------------------------|
| RM3 Project Number | 12.2 |
| Project Title | Quick Build Transit Priority Project |
| Project Sponsor | Alameda-Contra Costa Transit District |

Project Funding Plan

Project Schedule

| Phase | Funding Source | Committed? (Yes/No) | Total Amount (\$1,000s) | Start | End |
|------------------------------|----------------|------------------------|----------------------------|-------|------|
| ENV | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| PSE | FTA/CMAQ | Yes | \$ 654 | 2022 | 2023 |
| | | | | | |
| | | | | | |
| | | | \$ 654 | | |
| ROW | | | | | |
| | | | | | |
| | | | | | |
| | | | \$ - | | |
| CON | RM 3 | Yes | \$ 1,500 | 2024 | 2025 |
| | FTA/CMAQ | Yes | \$ 300 | | |
| | LCTOP | Yes | \$ 717 | | |
| | AC Transit | Yes | \$ 88 | | |
| | | | | | |
| | | | \$ 2,605 | | |
| Capital Funding Total | | | \$ 3,259 | | |



Regional Measure 3

Allocation of Funds

Cash Flow Plan

| | |
|---------------------------|---------------------------------------|
| RM3 Project Number | 12.2 |
| Project Title | Quick Build Transit Priority Project |
| Project Sponsor | Alameda-Contra Costa Transit District |

Cash Flow Plan for RM3 Deliverable Segment(s) - Funding by planned year of expenditure

| Funding Source | Phase | Prior | 2022-23 | 2023-24 | 2024-25 | 2025-26 | Future committed | Total Amount (\$ thousands) |
|------------------------------|-------|--------|---------|----------|---------|---------|------------------|-----------------------------|
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| ENV Subtotal | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| PSE Subtotal | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FTA/CMAQ | PSE | \$ 355 | | \$ 239 | \$ 60 | | | |
| | | | | | | | | |
| | | | | | | | | \$ - |
| ROW Subtotal | | \$ 355 | \$ - | \$ 239 | \$ 60 | \$ - | \$ - | \$ 654 |
| RM-3 | CON | | | \$ 1,200 | \$ 300 | | | |
| FTA/CMAQ | CON | | | \$ 240 | \$ 60 | | | |
| LCTOP | CON | | | \$ 574 | \$ 143 | | | |
| AC Transit | CON | | | \$ 70 | \$ 18 | | | |
| | | | | | | | | |
| | | | | | | | | \$ - |
| CON Subtotal | | \$ - | \$ - | \$ 2,084 | \$ 521 | \$ - | \$ - | \$ 2,605 |
| RM 3 Funding Subtotal | | \$ - | \$ - | \$ 1,200 | \$ 300 | \$ - | \$ - | \$ 1,500 |
| Capital Funding Total | | \$ 355 | \$ - | \$ 2,323 | \$ 581 | \$ - | \$ - | \$ 3,259 |

Date: December 20, 2023
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4615

This resolution approves the allocation of Regional Measure 3 funds for Muni Fleet Expansion & Facilities Program, sponsored by San Francisco Municipal Transportation Agency.

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 \$3.5 million in RM3 funds to the San Francisco Municipal Transportation Agency (SFMTA) for the construction phase of the Potrero Modernization Project.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated December 13, 2023.

Date: December 20, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for Muni Fleet Expansion & Facilities Program.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4615

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. 4615

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, Revised); and

WHEREAS, the Muni Fleet Expansion & Facilities Program is identified as capital project number 5 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 Francisco Municipal Transportation Agency (SFMTA) is the project sponsors for the Program; and

WHEREAS, SFMTA has submitted a request for the allocation of RM3 funds for the Potrero Modernization Project; and

WHEREAS, SFMTA 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 SFMTA 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 SFMTA'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 SFMTA'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 SFMTA 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

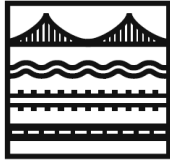
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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 December 20, 2023.



Regional Measure 3

Allocation of Funds

Allocation Summary

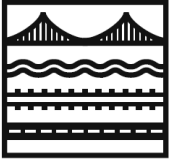
| | |
|---------------------------|--|
| RM3 Project Number | 10.1 |
| Project Title | Potrero Modernization Project |
| Project Sponsor | San Francisco Municipal Transportation Authority |

| |
|--|
| Activities to be funded with Allocation #1: |
| <p>The allocation request will finalize the bus facility design, as well as help with FEIR and entitlements for the SFMTA's new Potrero bus facility – which is being constructed to have a lifespan of approximately 100 years.</p> |

| Funding Information: | | | | | |
|-----------------------------|---------------|-------|--------------------|-----------------|-------------------|
| Allocation Instruction No. | Approval Date | Phase | Reimbursement Year | Expiration Date | Allocation Amount |
| 24461501 | 20-Dec-23 | PSE | FY 2023-24 | 30-Jun-25 | \$ 3,503,055 |

| | |
|---------------------------------|--------------|
| Cumulative Total - Allocation 1 | \$ 3,503,055 |
|---------------------------------|--------------|

| | |
|------------------------------|--------------|
| Cumulative Total - Project 9 | \$ 3,503,055 |
|------------------------------|--------------|



Regional Measure 3

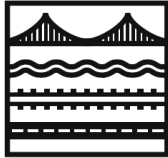
Allocation of Funds

Conditions of Allocation

| | |
|---------------------------|--|
| RM3 Project Number | 10.1 |
| Project Title | Potrero Modernization Project |
| Project Sponsor | San Francisco Municipal Transportation Authority |

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

| | |
|---|------|
| Conditions of Allocation #1 | |
| This allocation is contingent upon completion of the following: | |
| 1 | none |

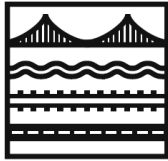


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

| | | |
|---|-------------------------------|--|
| RM3 Project Number | 10.1 | |
| Project Title | Potrero Modernization Project | |
| Lead Sponsor(s) | Other Sponsor(s) | Implementing Agency |
| San Francisco Municipal Transportation Authority | | San Francisco Municipal Transportation Authority |
| Legislated Project Description | | RM3 Legislated Funding (in \$1,000s) |
| (10) MUNI Fleet Expansion and Facilities. Fund replacement and expansion of the San Francisco Municipal Transportation Agency's MUNI vehicle fleet and associated facilities. The project sponsor is the San Francisco Municipal Transportation Agency. One hundred forty million dollars (\$140,000,000). | | \$140,000 |
| Sponsor Programming and Allocation Request Action | | |
| This allocation request is conditioned on SFMTA Board of Directors approval, expected on November 21, 2023. | | |
| Detailed Project/Subproject Description | | |
| The Potrero Modernization Project will result in the demolition and reconstruction of the existing 100+ year old transit facility to service an all-electric trolley bus transit fleet, with the facility having a built-in capacity and capability to possibly transition to service of battery-electric buses (BEBs) in the future. The site is 4.4 acres located at 2500 Mariposa Street at the cross streets of Bryant, Hampshire and 17th Streets. The existing facility was built in 1915, and services 153 40' and 60' trolley buses in a building designed to maintain streetcars that was last significantly upgraded in 1950. The new facility is projected to service 213 40' and 60' trolley buses with a design that allow for possible transition to service of battery-electric buses (BEBs) in the future | | |



Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

| | |
|---------------------------|--|
| RM3 Project Number | 10.1 |
| Project Title | Potrero Modernization Project |
| Project Sponsor | San Francisco Municipal Transportation Authority |

Project Funding Plan

Project Schedule

| Phase | Funding Source | Committed? (Yes/No) | Amount (\$1,000s) | Start | End |
|------------------------------|---|------------------------|----------------------|-------|-----|
| ENV | Prop K | Yes | \$ 2,750 | | |
| | | | | | |
| | | | \$ 2,750 | | |
| PSE | RM3 | Yes | \$ 3,503 | | |
| | Prop K (Sales tax) | | \$ 3,023 | | |
| | SFMTA Capital Funds | Yes | \$ 5,787 | | |
| | Developer Fees | Yes | \$ 19,694 | | |
| | Prop L (renewed Prop K) | No | \$ 12,500 | | |
| | SB1 SGR | | \$ 27 | | |
| | | | \$ 44,534 | | |
| ROW | | | | | |
| | | | | | |
| | | | | | |
| CON | RM3 | Yes | \$ 25,000 | | |
| | TBD (SFMTA FACILITY OPS, PROP B, TSF, SB1, GO Bond) | No | \$ 419,197 | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | \$ 444,197 | | |
| Capital Funding Total | | | \$ 491,481 | | |

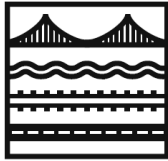


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

| | | |
|--|--------------------------------|--|
| RM3 Project Number | 10.2 | |
| Project Title | Presidio Modernization Project | |
| Lead Sponsor(s) | Other Sponsor(s) | Implementing Agency |
| San Francisco Municipal Transportation Authority | | San Francisco Municipal Transportation Authority |
| Legislated Project Description | | RM3 Legislated Funding (in \$1,000s) |
| (10) MUNI Fleet Expansion and Facilities. Fund replacement and expansion of the San Francisco Municipal Transportation Agency's MUNI vehicle fleet and associated facilities. The project sponsor is the San Francisco Municipal Transportation Agency. One hundred forty million dollars (\$140,000,000). | | \$140,000 |
| Sponsor Programming and Allocation Request Action | | |
| This allocation request is conditioned on SFMTA Board of Directors approval, expected on November 21, 2023. | | |
| Detailed Project/Subproject Description | | |
| The Presidio Modernization project will reconstruct the existing 110+ year old transit facility to service an all-electric Battery Electric Bus (BEB) transit fleet in the future. The site is 5.4 acres located on Geary Boulevard between Presidio and Masonic avenues. The existing facility services 132 40' trolley buses in a building designed for streetcars that was last upgraded in 1950. The new facility is projected to service 215+ 40' and 60' BEBs that represent the next era of electric, zero-emission bus transportation. Above the transit facility a Paratransit operations facility may be built for SFMTA Paratransit operations. All facility plans include a commitment to preserve the historic 1912 Muni structure's features as a part of the mixed-use development. Additionally, parallel development plans are to build a mixed used development to generate operating revenues as part of the SFMTA's Transportation 2050 program, revenues would support agency operations including capital maintenance of infrastructure and transit service. | | |



Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

| | |
|---------------------------|--|
| RM3 Project Number | 10.2 |
| Project Title | Presidio Modernization Project |
| Project Sponsor | San Francisco Municipal Transportation Authority |

Project Funding Plan

Project Schedule

| Phase | Funding Source | Committed? (Yes/No) | Amount (\$1,000s) | Start | End |
|------------------------------|----------------|------------------------|----------------------|-------|-----|
| ENV | | Yes | | | |
| | | | | | |
| | | | | | |
| PSE | | Yes | | | |
| | | | | | |
| | | Yes | | | |
| | | Yes | | | |
| | | No | | | |
| | | | | | |
| ROW | | | | | |
| | | | | | |
| | | | | | |
| CON | | Yes | | | |
| | | No | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| Capital Funding Total | | | \$ - | | |



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-1419 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 11/2/2023 **In control:** Programming and Allocations Committee
On agenda: 12/13/2023 **Final action:**
Title: MTC Resolution Nos. 3989, Revised; 4202, Revised; and 4505, Revised. Various revisions to the One Bay Area Grant programs (OBAG 2 and 3) and MTC exchange program, including reprogramming \$4.9 million within the OBAG 3 Regional and County and Local Programs as part of a fund source exchange for the San Francisco County Transportation Authority's (SFCTA's) Yerba Buena Island Multi-Use Path and reprogramming \$2.7 million to two projects within the OBAG 2 Solano County Program.

Sponsors:

Indexes:

Code sections:

Attachments: [8h 23-1419 Summary Sheet OBAG2and3 Exchange Program.pdf](#)
[8h 23-1419 MTC Resolution 3989.pdf](#)
[8h 23-1419 MTC Resolution 4202.pdf](#)
[8h 23-1419 MTC Resolution 4505 Updated.pdf](#)
[2g 23-1419 Summary Sheet OBAG2and3 Exchange Program.pdf](#)
[2g 23-1419 MTC Resolution 3989.pdf](#)
[2g 23-1419 MTC Resolution 4202.pdf](#)
[2g 23-1419 MTC Resolution 4505.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

MTC Resolution Nos. 3989, Revised; 4202, Revised; and 4505, Revised. Various revisions to the One Bay Area Grant programs (OBAG 2 and 3) and MTC exchange program, including reprogramming \$4.9 million within the OBAG 3 Regional and County and Local Programs as part of a fund source exchange for the San Francisco County Transportation Authority's (SFCTA's) Yerba Buena Island Multi-Use Path and reprogramming \$2.7 million to two projects within the OBAG 2 Solano County Program.

Presenter:

Thomas Arndt

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

December 13, 2023

Agenda Item 2g - 23-1419

MTC Resolution Nos. 3989, Revised; 4202, Revised; and 4505, Revised

Subject:

Various revisions to the One Bay Area Grant programs (OBAG 2 and 3) and MTC exchange program, including reprogramming \$4.9 million within the OBAG 3 Regional and County and Local Programs as part of a fund source exchange for the San Francisco County Transportation Authority's (SFCTA's) Yerba Buena Island Multi-Use Path and reprogramming \$2.7 million to two projects within the OBAG 2 Solano County Program.

Background:

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

To provide greater flexibility to deliver select priority projects within the broader OBAG framework, MTC has entered into agreements, on occasion, to exchange federal STP/CMAQ funds with non-federal local funds. These exchanges do not increase the total amount of funds available to the region but enable MTC to support key investments within the OBAG policy framework that are ineligible for federal STP/CMAQ funds. MTC Resolution No. 3989, Revised, describes the procedures governing MTC's exchange program and details the agreements and commitments that have been made to date.

This month, staff recommend revisions to the OBAG and MTC exchange programs as described below.

OBAG 2 Program (MTC Resolution No. 4202, Revised)

Staff recommend the following reprogramming actions to support timely delivery of OBAG 2 funds within the current, final fiscal year of the program:

- Reprogram \$2,731,000 in Solano County Program funds from Benicia's Park Road Improvements Project to Fairfield's East Tabor Tolenas Safe Routes to School Sidewalk Gap Closure project, as recommended by the Solano Transportation Authority (STA). Benicia relinquished the Park Road award and abandoned the project due to insufficient funds to meet construction bids.

- Reprogram \$500,000 in Marin County Priority Conservation Area (PCA) Program funds from the National Park Service's Fort Baker Vista Point Trail project to Sonoma-Marín Area Rail Transit's (SMART's) SMART Pathway, Great Redwood Trail to Novato segment, as recommended by the Transportation Authority of Marin (TAM). The National Park Service identified alternative internal funding for the Fort Baker project.
- Reprogram \$250,000 in Solano County Program funds from Vacaville's Vaca Valley/ I-505 Roundabouts projects to the City's Bicycle/Pedestrian Trail Improvements at Fruitvale Road, Briarwood Drive, and Arlene Drive, as recommended by STA. The City has a funding shortfall on the Vaca Valley project but is actively pursuing additional federal and state funding to complete the funding plan.

OBAG 3 Program (MTC Resolution No. 4505, Revised)

In addition, staff recommend the following revisions to the OBAG 3 program:

- Yerba Buena Island Multi-Use Path Funding Exchange: reprogram a total of \$4.9 million in OBAG 3 funds to the San Francisco Municipal Transportation Agency (SFMTA) for Light Rail Vehicles to support delivery of the multi-use path and related prerequisite roadway improvements on Yerba Buena Island, as part of a funding exchange recommended by the San Francisco County Transportation Authority (SFCTA). This action would free up local funds from SFMTA's project for SFCTA to use in roadway improvements related to the Yerba Buena Island Multi-Use path, part of MTC's Bay Skyway project. The proposed exchange involves the following programming actions:
 - Reprogram \$4.1 million in Regional Complete Streets and Community Choice funds and \$750,000 in County & Local Program funds from SFCTA's Yerba Buena Island Multi-Use Path project to SFCTA's Light Rail Vehicles.
 - Revise the project names to reflect that existing and revised programming is part of a local fund exchange that will support the Yerba Buena Island Multi-Use Path and related roadway improvements.
- Regional Carpool/Vanpool: reprogram \$2.2 million in County & Local Program funds from Bay Area Rapid Transit's (BART's) Elevator Modernization project to MTC for Carpool/Vanpool as part of a funding exchange, allowing MTC to continue the Regional Vanpool Program without being subject to the administrative requirements of FTA-funded transit operators that would be triggered if MTC obligated FTA funds on the

project. Similar to the previous exchange between these two projects approved by the Commission in January 2023, this exchange includes providing an equal amount in FTA 5307 funds from MTC's Transit Capital Priorities Program to BART for the Elevator Modernization project. The FTA programming actions for this exchange are included in Agenda Item 2c.

Related Recommendations

Finally, staff recommend the following programming actions to implement separate Agenda Items to this Committee and the December Joint MTC Planning and ABAG Administrative Committee:

- Housing Incentive Pool (HIP): program preliminary HIP awards totaling \$71 million in to 15 jurisdictions as detailed in Agenda Item 5a. Consistent with Agenda Item 4a, this programming action reflects fund source changes for \$46 million dedicated to the HIP program from Regional Transportation Improvement Program (RTIP) funds to a combination of OBAG 2 Regional Program (\$27.7 million) and San Francisco County transportation sales tax funds (\$18.3 million).
- Active Transportation Technical Assistance Program: program \$2 million to various projects that support MTC's Complete Streets Policy and Active Transportation Plan, as recommended at the Joint Planning Committee meeting, including:
 - \$1 million in OBAG 3 Regional funds (MTC Resolution No. 4505, Revised) to MTC for Active Transportation Workshops,
 - \$560,000 in non-federal MTC exchange funds (MTC Resolution No. 3989, Revised) to MTC to support documentation, communication, and preliminary design for 14 active transportation projects, allowing MTC to sponsor technical assistance activities on behalf of local agencies, and
 - \$400,000 in OBAG 3 Regional funds (MTC Resolution No. 4505, Revised) to two jurisdictions for Quick-Build bike facilities.

Staff anticipate releasing a second call for interest in 2024 for the remaining \$2.7 million available for active transportation technical assistance grants.

Issues:

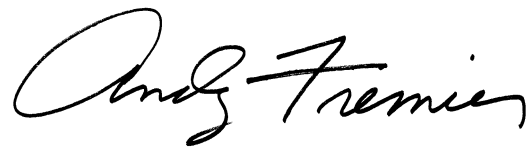
None.

Recommendations:

Refer MTC Resolution Nos. 3989, Revised, 4202, Revised and 4505, Revised to the Commission for approval. MTC Resolution Nos. 4202 and 4505 are also recommended for revisions under Agenda Items 5aii and 5ai, respectively, but are included once under this Agenda Item. Only applicable items approved by the Committee will be referred to the Commission.

Attachments:

- MTC Resolution No. 3989, Revised, Attachment B
- MTC Resolution No. 4202, Revised, Attachments B-1 and B-2
- MTC Resolution No. 4505, Revised, Attachments A, A-1, B-1, and B-2

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

Andrew B. Fremier

Date: February 23, 2011
W.I.: 1512
Referred by: PAC
Revised: 10/26/11-C 02/26/14-C 12/21/16-C
07/26/17-C 02/28/18-C 03/28/18-C
11/28/18-C 03/27/19-C 06/26/19-C
09/25/19-C 11/20/19-C 03/25/20-C
11/20/20-C 05/26/21-C 06/23/21-C
07/28/21-C 03/23/22-C 06/22/22-C
03/22/23-C 05/24/23-C 10/25/23-C
11/15/23-C 12/20/23-C

ABSTRACT

Resolution No. 3989, Revised

This resolution establishes the procedures governing the MTC Exchange Program. This resolution supersedes MTC Resolution No. 3018.

Attachment B was revised on October 26, 2011 to provide \$376,000 in Exchange Program funding to the intertribal Electric Vehicle project.

Attachments B and C were respectively revised on February 26, 2014 to include \$10 million in Exchange Program funding for Transit Oriented Affordable Housing (TOAH), and update final balances of the initial STP Exchange Program (Resolution 3018) to reflect final project close out.

Attachments A and B were revised on December 21, 2016 to program \$1.1 million to the Bay Bridge Forward Commuter Parking Initiative and update the name of the Transit Oriented Affordable Housing Program.

Attachments A and B were revised on July 26, 2017 to program \$8.2 million to the Regional Priority Conservation Area (PCA) program and \$2.8 million to the Regional Active Operational Management Program. An additional \$1 million in exchange funds will be committed to a specific project or program through a future Commission action. This action and associated agreement and programming actions are contingent upon California Transportation Commission (CTC) approval of the amendment to the baseline agreement for the Marin Sonoma Narrows project to accept STP/CMAQ funds rather than local funds.

Attachment B was revised on February 28, 2018 to program \$10 million to the Bay Area Preservation Pilot; \$1,024,000 to Richmond's Bike Share Capital and Outreach project; \$826,000 for the joint Transportation Authority of Marin/Sonoma County Transportation

Authority (TAM/SCTA) Bike Share Capital and Outreach project along the SMART Corridor; and redirect \$2,800,000 from Regional Active Operational Management to the Bay Bridge Forward Commuter Parking Initiative project.

Attachment B was revised on March 28, 2018 to program \$30,000 to the Bay Area Greenprint Priority Conservation Area (PCA) Improvements.

Attachments A and B were revised on November 28, 2018 to add the SCVTA SR 85 Transit Guideway Study and the CCTA I-680 NB HOV/Express Lane exchange agreements, and to program \$4,000,000 in Exchange funds to the following projects: \$619,000 to CCTA for Innovative Deployment for Enhanced Arterials; \$621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; \$500,000 to the city of Richmond for the Richmond-San Rafael Bridge Bikeway Access; \$1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and \$1,100,000 to MTC for Napa Valley Transportation Demand Management Strategies.

Attachment B was revised on March 27, 2019 to change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the funding from \$619,000 to \$589,000; and reduce the funding amount for the MTC Richmond-San Rafael Bridge Forward project from \$1,160,000 to \$1,046,000; and redirect these funds to a new project with MTC as the recipient for the Concord IDEA project for \$144,000. The matching funds for the Concord IDEA project as identified in MTC Resolution 4357, are included within the \$144,000 amount. These changes result in no net change to total funds committed to-date.

Attachment A was revised on June 26, 2019 to cancel the \$1,200,000 exchange agreement with the SCVTA for the SR 85 Transit Guideway Study as the funds provided through the exchange are no longer needed.

Attachment B was revised on September 25, 2019 to reflect MTC as the direct recipient of exchange funds for the Concord and Walnut Creek IDEA projects; funds will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment B was revised on November 20, 2019 to program \$6,023,000 to 13 projects as part of the Priority Conservation Area (PCA) Grant program; funds will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment B was revised on March 25, 2020 to redirect \$25,000 from MTC's Bay Bridge Forward Commuter Parking Initiative to MTC's Fruitvale Quick Build project.

Attachment B was revised on November 20, 2020 to program \$647,000 to four projects as part of the Priority Conservation Area (PCA) Grant program. For the Yerba Buena Island Multi-Use Pathway, which provides access to the San Francisco-Oakland Bay Bridge, \$1 million of federal OBAG 2 funds are being provided at this time for cash flow purposes. The Bay Area Toll Authority will repay non-federal funds to the MTC Exchange Program within three years. MTC's funds for the Twin Peaks trail will be provided to the Coastal Conservancy for management of the two fund sources for this project. Because the Conservancy is a state entity, the funds will be provided as an up-front grant rather than on a reimbursement basis. Funds for projects other than the Twin Peaks Trail will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment A was revised on May 26, 2021 to add the Transportation Authority of Marin's (TAM's) US 101 Marin-Sonoma Narrows (MSN) High-Occupancy Vehicle (HOV) Lanes project for \$75,651,097.

Attachment A was revised on June 23, 2021 to add the Solano Transportation Authority's (STA's) Solano I-80 Managed Lanes project for \$63,464,510.

Attachment A was revised on July 28, 2021 to add the Solano Transportation Authority's (STA's) Solano I-80 Managed Lanes project for \$1,845,000, and to add the Bay Area Infrastructure Financing Authority's (BAIFA's) Solano I-80 Managed Lanes Toll System project for \$2,822,000.

Attachment A and B were revised on March 23, 2022 to add the \$500,000 exchange agreement with Midpeninsula Regional Open Space District for programming an equal amount of federal funds to VTA's Highway 17 Bicycle/Pedestrian Trail and Wildlife Crossing project; and to

remove the \$251,000 funding commitment for Albany's Albany Hill Access Improvements project, as the sponsor will not be moving forward with the project scope as originally proposed. Attachment A was revised June 22, 2022 to add the Capitol Corridor Joint Powers Authority's (CCJPA's) State Route 84 Ardenwood Intermodal Bus Facility project for \$100,000, as part of a fund exchange agreement with CCJPA.

Attachment B was revised on March 22, 2023 to program \$15,940,000 to MTC for Bay Wheels Bikeshare E-bike Expansion.

Attachment B was revised on May 24, 2023 to reprogram \$5,000,000 from MTC's Transit Oriented Affordable Housing (TOAH) program to MTC's Bay Area Housing Finance Authority (BAHFA): Senior Rental Assistance Pilot Program.

Attachment B was revised on October 25, 2023 to program \$2,250,000 to MTC's Priority Production Area Pilot Program, \$1,500,000 to MTC's Community Engagement and Capacity-Building project, and \$600,000 to MTC for station siting, marketing, and incentives in support of the Bay Wheels Bikeshare E-bike Expansion project.

Attachment B was revised on November 15, 2023 to program \$1,500,000 to MTC for Priority Conservation Area (PCA) Grant Implementation.

Attachment B was revised on December 20, 2023 to program \$560,000 to MTC for various projects in the Regional Active Transportation Technical Assistance Program.

Further discussions are contained in memorandums to the Programming and Allocations Committee dated February 9, 2011, October 12, 2011, February 12, 2014, December 14, 2016, July 12, 2017, February 14, 2018, March 7, 2018, November 14, 2018, March 6, 2019, June 12, 2019, September 4, 2019, November 8, 2019, March 11, 2020, November 4, 2020, May 12, 2021, June 9, 2021, July 14, 2021, March 9, 2022, June 8, 2022, and March 8, 2023; the Administration Committee dated May 10, 2023; the Programming and Allocations Committee dated October 11, 2023, November 8, 2023; the Planning Committee dated December 8, 2023; and the Programming and Allocations Committee dated December 13, 2023.

Date: February 23, 2011
W.I.: 1512
Referred by: PAC

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3989

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region (the region) and is the recipient for various federal fund sources for the San Francisco Bay Area; and

WHEREAS, MTC develops policies and procedures to be used in the selection of projects to be funded with various federal fund sources within the region consistent with the regional Transportation Plan (RTP); and

WHEREAS, selected projects are sometimes incompatible with or ineligible for federal funding and projects are often ready for implementation in advance of funding availability; and

WHEREAS, MTC assisted the Santa Clara County Traffic Authority (SCCTA) in 1994 by providing Surface Transportation Program (STP) funds, which initiated the original Exchange program implemented through MTC Resolution 3018; and

WHEREAS, the original exchange funding under MTC Resolution 3018 is nearly exhausted and MTC has entered into new funding exchange agreements where the implementation of specific projects with federal funds in exchange for local funds can achieve regional goals and objectives; now, therefore, be it

RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

RESOLVED, that attachment C lists the projects and amounts from the original STP Exchange program (MTC Resolution 3018) incorporated into the new MTC Exchange program; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments A, B and, C as necessary to reflect Commission actions and the on-going balances within the MTC Exchange program; and be it further

RESOLVED that MTC Resolution No. 3018 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on February 23, 2011.

**MTC Exchange Program
Funding Commitments
Attachment B**

| Recipient | Project/Program | Res No. | Date | Committed by MTC |
|--------------|--|------------|---------------------|------------------|
| MTC | Transit Oriented Affordable Housing (TOAH) | 3940, 4306 | 2/24/2010, 12/20/17 | \$5,000,000 |
| MTC | BAHFA: Senior Rental Assistance Pilot Program | 4578 | 5/24/2023 | \$5,000,000 |
| SP Rancheria | Intertribal Electric Vehicle Implementation | 3925 | 10/26/2011 | \$376,000 |
| MTC | Affordable Housing Jumpstart | 4260 | 12/21/2016 | |
| MTC | Alameda Jumpstart | 4260 | 11/28/2018 | \$2,000,000 |
| MTC | San Francisco Jumpstart | 4260 | 11/28/2018 | \$5,000,000 |
| MTC | Santa Clara Jumpstart | 4260 | 11/28/2018 | \$3,000,000 |
| MTC | Bay Bridge Forward Commuter Parking Initiative | 4035 | 12/21/2016 | \$3,875,000 |
| MTC | Fruitvale Quick Build | 4035 | 3/25/2020 | \$25,000 |
| MTC | Regional Priority Conservation Area (PCA) Program (OBAG 2) | 4202 | 7/26/2017 | |
| MTC | Alameda County: Niles Canyon Trail, Phase 1 | 4202 | 11/20/2019 | \$321,000 |
| MTC | Livermore: Arroyo Road Trail | 4202 | 11/20/2019 | \$400,000 |
| MTC | WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland | 4202 | 11/20/2020 | \$300,000 |
| MTC | EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park) | 4202 | 11/20/2019 | \$1,000,000 |
| MTC | JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access | 4202 | 11/20/2019 | \$950,000 |
| MTC | San Francisco: McLaren Park and Neighborhood Connections Plan | 4202 | 11/20/2019 | \$194,000 |
| MTC | State Coastal Conservancy (for SF Rec & Park): Twin Peaks Trail Imps. | 4202 | 11/20/2020 | \$74,000 |
| MTC | GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement | 4202 | 11/20/2019 | \$200,000 |
| MTC | Half Moon Bay: Pillar Point Public Access Improvements | 4202 | 11/20/2019 | \$298,000 |
| MTC | Menlo Park: Bedwell Bayfront Park Entrance Improvements | 4202 | 11/20/2019 | \$520,000 |
| MTC | San Mateo County: Colma Creek Adaptation Study | 4202 | 11/20/2019 | \$110,000 |
| MTC | San Mateo Co.: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot | 4202 | 11/20/2020 | \$137,900 |
| MTC | South San Francisco: Sign Hill Conservation and Trail Master Plan | 4202 | 11/20/2020 | \$135,100 |
| MTC | Point Blue: Pajaro River Watershed Habitat Rest. & Climate Resilient Imps. | 4202 | 11/20/2019 | \$379,000 |
| MTC | SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1 | 4202 | 11/20/2019 | \$400,000 |
| MTC | SCVOSA: Tilton Ranch Acquisition | 4202 | 11/20/2019 | \$1,000,000 |
| MTC | PCA Grant Implementation | 4202 | 11/20/2019 | \$500,000 |
| MTC | Bay Area Greenprint PCA Improvements | 4202 | 3/28/2018 | \$30,000 |
| MTC | Regional Priority Conservation Area (PCA) Program (OBAG 3) | 4505 | 11/22/2023 | |
| MTC | PCA Grant Implementation (Added) | 4505 | 11/22/2023 | \$1,500,000 |
| MTC | Priority Production Area (PPA) Pilot Program | 4505 | 10/25/2023 | |
| MTC | Benicia: Port of Benicia - Infrs. & Facility Modernization Plan | 4505 | 10/25/2023 | \$750,000 |
| MTC | CC County: N Waterfront PPAs Technical Assistance Project | 4505 | 10/25/2023 | \$500,000 |

MTC Exchange Program Funding Commitments Attachment B

| Recipient | Project/Program | Res No. | Date | Committed by MTC |
|------------|--|-------------|--------------------------|------------------------|
| MTC | East Bay Econ Dev Alliance: Next Gen East Bay Indust Bldgs/Districts | 4505 | 10/25/2023 | \$500,000 |
| MTC | STA: Aligning Middle Wage Jobs with Housing in Solano County | 4505 | 10/25/2023 | \$500,000 |
| TAM/SCTA | Bike Share Capital and Outreach - SMART Corridor | 3925 | 2/28/2018 | \$826,000 |
| Richmond | Bike Share Capital and Outreach - Richmond | 3925 | 2/28/2018 | \$1,024,000 |
| MTC | Bay Area Preservation Pilot (BAPP) | 4311 | 2/28/2018 | \$10,000,000 |
| MTC | IDEA - Concord: Concord Blvd, Clayton Rd & Willow Pass Rd | 4202 | 11/28/2018 | \$589,000 |
| MTC | IDEA - Walnut Creek: Various Locations | 4202 | 11/28/2018 | \$621,000 |
| Richmond | Richmond-San Rafael Bridge Bicycle Access | 4202 | 11/28/2018 | \$500,000 |
| MTC | Richmond-San Rafael Bridge Forward | 4202 | 11/28/2018 | \$1,046,000 |
| MTC | Napa Valley Transportation Demand Strategies | 4202 | 11/28/2018 | \$1,100,000 |
| MTC | IDEA - Concord Blvd, Clayton Rd & Willow Pass Rd | 4202 | 3/27/2019 | \$144,000 |
| MTC | Bay Wheels Bikeshare E-bike Expansion | 4505 | 10/25/2023 | |
| MTC | Bay Wheels Bikeshare E-bike Expansion | 4505 | 3/22/2023 | \$15,940,000 |
| MTC | Bikeshare Station Siting - Oakland | 4505 | 10/25/2023 | \$150,000 |
| MTC | Bikeshare Station Siting - Berkeley, Emeryville, San Francisco, San Jose | 4505 | 10/25/2023 | \$100,000 |
| MTC | Marketing for Bikeshare E-bike Expansion Launch | 4505 | 10/25/2023 | \$150,000 |
| MTC | Membership Incentives for Bikeshare E-bike Expansion Launch | 4505 | 10/25/2023 | \$200,000 |
| MTC | Regional Active Transportation Technical Assistance Program | 4505 | 12/20/2023 | |
| MTC | <u>El Cerrito: BART to Bay Trail Connector</u> | 4505 | <u>12/20/2023</u> | <u>\$40,000</u> |
| MTC | <u>El Cerrito: South El Cerrito Safe Routes to School</u> | 4505 | <u>12/20/2023</u> | <u>\$40,000</u> |
| MTC | <u>Mountain View: Evelyn Avenue Bikeway, Franklin to Bernardo</u> | 4505 | <u>12/20/2023</u> | <u>\$40,000</u> |
| MTC | <u>Napa Valley Vine Trail Coalition: NVVT Gap Closure North to S Napa County</u> | 4505 | <u>12/20/2023</u> | <u>\$40,000</u> |
| MTC | <u>Oakland: Doolittle Drive Bay Trail Gap Closure</u> | 4505 | <u>12/20/2023</u> | <u>\$40,000</u> |
| MTC | <u>Orinda: Wilder/Downtown Class 1 Multi-use Path Development Project</u> | 4505 | <u>12/20/2023</u> | <u>\$40,000</u> |
| MTC | <u>Petaluma: Lakeville Corridor Multi-Modal Improvements Study</u> | 4505 | <u>12/20/2023</u> | <u>\$40,000</u> |
| MTC | <u>Pleasant Hill: Monument Boulevard Active Transportation Corridor</u> | 4505 | <u>12/20/2023</u> | <u>\$40,000</u> |
| MTC | <u>Rohnert Park: Hwy 101 Bike/Ped Overcrossing at Copeland Creek</u> | 4505 | <u>12/20/2023</u> | <u>\$40,000</u> |
| MTC | <u>San Bruno: San Bruno Avenue Complete Streets Project</u> | 4505 | <u>12/20/2023</u> | <u>\$40,000</u> |
| MTC | <u>San Mateo County: Midcoast Multimodal Parallel Trail Gap Closure</u> | 4505 | <u>12/20/2023</u> | <u>\$40,000</u> |
| MTC | <u>Santa Clara: De La Cruz Blvd, Lick Mill Blvd, and Scott Blvd Bike Projects</u> | 4505 | <u>12/20/2023</u> | <u>\$40,000</u> |
| MTC | <u>Union City: UC Blvd. Bay Trail Connect/ Ala Creek Trail to Dry Creek Park</u> | 4505 | <u>12/20/2023</u> | <u>\$40,000</u> |
| MTC | <u>Vallejo: Mare Island Causeway Complete Street</u> | 4505 | <u>12/20/2023</u> | <u>\$40,000</u> |

**MTC Exchange Program
Funding Commitments
Attachment B**

| Recipient | Project/Program | Res No. | Date | Committed by MTC |
|-------------------------|---|---------|------------|---------------------|
| MTC | Engagement, TA, and Capacity Building for Community-Based Transportation Plans (CBTPs) and Community Action Resource and Empowerment (CARE) | 4505 | 10/25/2023 | \$1,500,000 |
| Total Committed: | | | | \$69,425,000 |

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\Dec PAC\[tmp-3989_Attachments_A_B_C_Dec.xlsx]Attach B 12-23

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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 02/23/22-C 03/23/22-C 04/27/22-C
 05/25/22-C 06/22/22-C 09/28/22-C
 10/26/22-C 11/16/22-C 03/22/23-C
 04/26/23-C 05/24/23-C 06/28/23-C
 07/26/23-C 09/27/23-C 12/20/23-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

Page 2

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

Page 3

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

Page 4

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 5

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 \$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

Page 6

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

Page 7

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

Page 8

\$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

Page 9

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.

ABSTRACT

MTC Resolution No. 4202, Revised

Page 10

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 11

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 12

\$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

Page 13

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.

ABSTRACT

MTC Resolution No. 4202, Revised

Page 14

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.

ABSTRACT

MTC Resolution No. 4202, Revised

Page 15

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 16

\$443,000 for Saratoga's Citywide Master 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.

On September 27, 2023, Attachment B-2 was revised to program \$450,000 in unprogrammed balances within the Santa Clara County Program to Santa Clara County's Circulation and Mobility Element.

On December 20, 2023, Attachments B-1 and B-2 were revised to reflect an additional \$46 million in program capacity for the Housing Incentive Pool (HIP) program, consisting of \$27,730,000 in STP/CMAQ and \$18,270,000 in San Francisco County transportation sales tax funds, as part of fund source changes enacted with the adoption of the 2024 Regional Transportation Improvement Program (RTIP) Guidelines; program \$71 million in HIP preliminary award amounts to fifteen jurisdictions; reprogram \$2,731,000 in County Program funds from Benicia's Park Road Improvements project to Fairfield's East Tabor Tolenas Safe Routes to School Sidewalk Gap Closure; reprogram \$500,000 in Marin County Priority Conservation Area (PCA) Program funds from the National Park Service's Fort Baker Vista Point Trail project to Sonoma-Marín Area Rail Transit's (SMART's) SMART Pathway, Great Redwood Trail to Novato segment; and reprogram \$250,000 in Solano County Program funds from Vacaville's Vaca Valley/ I-505 Roundabouts projects to the City's Bicycle/Pedestrian Trail Improvements at Fruitvale Road, Briarwood Drive, and Arlene Drive.

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 17

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, July 12, 2023, September 13, 2023; and December 13, 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
December 2023

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

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

OBAG 2 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | Total STP/CMAQ | Other |
|--|--------------|----------------------|----------------------|
| OBAG 2 REGIONAL PROGRAMS | | \$696,968,187 | \$132,976,260 |
| 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 | |
| San Mateo: TDM Ordinance | MTC | \$150,000 | |

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

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

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

OBAG 2 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | Total STP/CMAQ | Other |
|--|---------------|----------------------|----------------------|
| OBAG 2 REGIONAL PROGRAMS | | \$696,968,187 | \$132,976,260 |
| 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 | MTC | | |
| ACTC: CMA Planning (for Community-Based Transportation Plans) | MTC | \$300,000 | |
| CCTA: Community-Based Transportation Plans | MTC | \$215,000 | |
| TAM: Community-Based Transportation Plans | MTC | \$75,000 | |
| NVTA: Community-Based Transportation Plans | MTC | \$75,000 | |
| SFCTA: Community-Based Transportation Plans | MTC | \$175,000 | |
| C/CAG: Community-Based Transportation Plans | MTC | \$120,000 | |
| VTA: Community-Based Transportation Plans | MTC | \$300,000 | |
| STA: Community-Based Transportation Plans | MTC | \$95,000 | |
| SCTA: Community-Based Transportation Plans | MTC | \$110,000 | |
| CBTP Program Evaluation | MTC | \$35,000 | |
| 3. PDA PLANNING & IMPLEMENTATION | | \$20,000,000 | |
| 4. CLIMATE INITIATIVES | | | |
| Climate Initiatives | | | |
| Spare the Air & EV Program Outreach (for Electric Vehicle Programs) | BAAQMD | \$10,000,000 | |
| Parking Management Program | | | |
| Parking Management - Balance | 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 | |
| Bay Bridge Forward 2020 | | | |
| Preliminary Engineering | MTC | \$12,000,000 | |

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
December 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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06/23/21-C 07/28/21-C 09/22/21-C 01/26/22-C 03/23/22-C 04/27/22-C 06/22/22-C
09/28/22-C 10/26/22-C 03/22/23-C 04/26/23-C 05/24/23-C 06/28/23-C 07/26/23-C
12/20/23-C

OBAG 2 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | Total STP/CMAQ | Other |
|---|-----------------|----------------------|----------------------|
| OBAG 2 REGIONAL PROGRAMS | | \$696,968,187 | \$132,976,260 |
| 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 | |
| GGB Suicide Deterrent (for BART Car Replacement/Expansion) | GGBH&TD | \$9,760,668 | \$30,239,332 |
| Clipper | MTC | \$34,200,000 | |
| Transit Performance Initiative | | | |

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

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

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

OBAG 2 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | Total STP/CMAQ | Other |
|---|------------------------|----------------------|----------------------|
| OBAG 2 REGIONAL PROGRAMS | | \$696,968,187 | \$132,976,260 |
| 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) | | | |
| <i>Regional Peninsula, Southern and Eastern Counties PCA Grant Program</i> | | | |
| Bay Area GreenPrint: PCA Functionality Imps | MTC/GreenInfo Network | | \$30,000 |
| PCA Grant Implementation | MTC/Coastal 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 Par | | \$194,000 |
| San Francisco/Coastal Conservancy: Twin Peaks Trail Improvement | SF Rec and Park/Conse | | \$74,000 |
| GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement | National Parks Service | | \$200,000 |
| SMCHD: Pillar Point Public Access Improvements | San Mateo Co. Harbor | | \$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 | |
| <i>North Bay PCA Grant Program</i> | | | |
| Marin Co: Wilson Hill Road Rehab. (for Corte Madera: Paradise Dr MUP) | Marin County | \$312,000 | |
| Marin Co: Wilson Hill Road Rehab | Marin County | \$869,000 | |
| Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area Imps.) | Novato | \$104,000 | |
| Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.) | Novato | \$265,000 | |
| National Parks Service: Fort Baker's Vista Point Trail (Removed) | NPS | \$500,000 | |
| SMART Pathway: Great Redwood Trail – Novato (Added) | SMART | \$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 (HIP) | | | |
| HIP Rank 1 - San Francisco: MTC Project Selection Pending (Added) | TBD | \$18,172,000 | \$18,270,000 |
| HIP Rank 2 - Oakland: MTC Project Selection Pending (Added) | TBD | \$10,120,000 | |
| HIP Rank 3 - Fremont: MTC Project Selection Pending (Added) | TBD | \$4,168,000 | |
| HIP Rank 4 - San Jose: MTC Project Selection Pending (Added) | TBD | \$3,716,000 | |
| HIP Rank 5 - Richmond: MTC Project Selection Pending (Added) | TBD | \$2,491,000 | |
| HIP Rank 6 - Sunnyvale: MTC Project Selection Pending (Added) | TBD | \$1,867,000 | |
| HIP Rank 7 - Mountain View: MTC Project Selection Pending (Added) | TBD | \$1,796,000 | |

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

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

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

OBAG 2 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | Total STP/CMAQ | Other |
|---|---------------------|----------------------|----------------------|
| OBAG 2 REGIONAL PROGRAMS | | \$696,968,187 | \$132,976,260 |
| HIP Rank 8 - Santa Clara: MTC Project Selection Pending (Added) | TBD | \$1,784,000 | |
| HIP Rank 9 - Berkeley: MTC Project Selection Pending (Added) | TBD | \$1,611,000 | |
| HIP Rank 10 - American Canyon: MTC Project Selection Pending (Added) | TBD | \$1,356,000 | |
| HIP Rank 11 - Redwood City: MTC Project Selection Pending (Added) | TBD | \$1,344,000 | |
| HIP Rank 12 - Daly City: MTC Project Selection Pending (Added) | TBD | \$1,326,000 | |
| HIP Rank 13 - Santa Rosa: MTC Project Selection Pending (Added) | TBD | \$1,314,000 | |
| HIP Rank 14 - San Mateo: MTC Project Selection Pending (Added) | TBD | \$975,000 | |
| HIP Rank 15 - Pleasanton: MTC Project Selection Pending (Added) | TBD | \$690,000 | |
| 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 | |
| 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 | | \$57,730,000 | \$28,270,000 |
| 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 Po BART) | | | \$1,510,000 |
| East Downtown Concord PDA Access & Safe Routes to Transit | Concord | \$2,164,000 | |
| Richmond 13th Street Complete Streets | Richmond | \$2,821,000 | |
| Marin | | | |
| CTA planning & programming | TAM | \$141,000 | |
| Marin County Bus Stop Improvements | Marin Transit | \$1,200,000 | |
| SMART Pathway - San Rafael McInnis Pkwy to Smith Ranch Road | SMART | \$1,858,000 | |
| Napa | | | |
| CTA planning & programming | NVTA | \$162,000 | |
| Napa Valley Safe Routes to School | NVTA | \$100,000 | |
| Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts | MTC | \$1,000,000 | |
| San Francisco | | | |
| CTA planning & programming | SFCTA | \$180,000 | |
| Downtown San Francisco Congestion Pricing Study | SFCTA | \$200,000 | |
| Embarcadero Station Platform Elevator Capacity & Redundancy | BART | \$3,144,302 | |
| San Francisco Folsom Streetscape | SFMTA | | \$5,000,000 |
| Safe Routes to School Non-Infrastructure Program | SFMTA | \$2,100,000 | |
| San Mateo | | | |
| CTA planning & programming | C/CAG | \$183,000 | |
| Planning and Programming of safe and seamless mobility | C/CAG | \$200,000 | |
| Burlingame City-Wide Pedestrian Safe Routes and Mobility Imps | Burlingame | \$200,000 | |
| San Bruno Transit Corridor Pedestrian Connection Phase 4 | San Bruno | \$385,000 | |
| Broadmoor SRTS Pedestrian Safety & Mobility Imps | San Mateo County | \$1,419,000 | |
| El Camino Real Grand Boulevard Initiative Phase III | South San Francisco | \$2,120,000 | |
| East of 101 Transit Expansion Project | South San Francisco | \$49,924 | \$430,076 |
| Santa Clara | | | |

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
December 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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06/23/21-C 07/28/21-C 09/22/21-C 01/26/22-C 03/23/22-C 04/27/22-C 06/22/22-C
09/28/22-C 10/26/22-C 03/22/23-C 04/26/23-C 05/24/23-C 06/28/23-C 07/26/23-C
12/20/23-C

OBAG 2 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | Total STP/CMAQ | Other |
|---|------------------|----------------------|----------------------|
| OBAG 2 REGIONAL PROGRAMS | | \$696,968,187 | \$132,976,260 |
| CTA planning & programming | VTA | \$419,000 | |
| Evaluating on-demand shuttle strategies for improved transit access | VTA | \$200,000 | |
| VTA Electronic Locker Upgrade and Replacement | VTA | \$1,987,000 | |
| Mountain View Stierlin Road Bicycle and Pedestrian Improvements | Mountain View | \$4,007,000 | |
| San Jose Julian Street & McKee Road Vision Zero Complete Streets | San Jose | \$705,000 | |
| San Jose Bascom Avenue Protected Bike Lanes & Complete Street | San Jose | \$690,000 | |
| En Movimiento Quick Build Network for East San Jose | San Jose | | \$1,325,000 |
| San Jose - Downtown Bikeways | San Jose | \$4,025,000 | |
| Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR | Saratoga | \$1,800,000 | |
| Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements | Sunnyvale | | \$1,900,000 |
| Solano | | | |
| CTA planning & programming | STA | \$110,000 | |
| STA Mobility Planning | STA | \$200,000 | |
| Solano Safe Routes to School Non-Infrastructure Program | STA | \$600,000 | |
| Fairfield/Vacaville Hannigan Station Capacity Improvements | Fairfield | \$1,900,000 | |
| Vallejo Springs Rd Pavement Preservation | Vallejo | \$1,800,000 | |
| Sonoma | | | |
| CTA planning & programming | SCTA | \$135,000 | |
| Countywide Active Transportation Plan | SCTA | \$200,000 | |
| Cotati Downtown- Civic Center Connectivity and Safety Improvements | Cotati | \$242,000 | \$1,008,000 |
| Healdsburg Bike Share | Healdsburg | \$250,000 | |
| Rohnert Park Pedestrian and Bicycle Safety Improvements | Rohnert Park | \$522,000 | |
| Santa Rosa Transit Mall Roadbed Rehabilitation | Santa Rosa | | \$868,000 |
| Sebastopol SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancements | Sebastopol | \$476,000 | |
| SMART Pathway - Petaluma Payran to Lakeville | SMART | \$806,000 | |
| Regional & Corridor | | | |
| Regional Planning | | | |
| FasTrak START Pilot Evaluation Study | MTC | \$900,000 | |
| Diridon Station Planning & Studies | MTC | \$1,000,000 | |
| Regional and Corridor | | | |
| Bay Bridge Forward: I-580 WB HOV Lane Extension | MTC/ACTC | \$7,000,000 | |
| 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 | 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 |

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

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

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

OBAG 2 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | Total STP/CMAQ | Other |
|--|---------------|----------------------|----------------------|
| OBAG 2 REGIONAL PROGRAMS | | \$696,968,187 | \$132,976,260 |
| 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: | \$696,968,187 | \$132,976,260 |

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Attachment B-2

MTC Res. No. 4202 Attachment B-2

MTC Resolution No. 4202

Adopted: 11/18/15-C

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

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

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 |

Attachment B-2

MTC Res. No. 4202 Attachment B-2

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

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

FY 2017-18 through FY 2021-22

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

December 2023

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

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

10/28/22-C 11/16/22-C 05/24/23-C 06/28/23-C 07/26/23-C 09/27/23-C

12/20/23-C

OBAG 2 County Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | STP/CMAQ |
|---|---------------------|----------------------|
| OBAG 2 COUNTY PROGRAMS | | \$385,512,000 |
| 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 |
| 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 St) | 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 |

Attachment B-2

MTC Res. No. 4202 Attachment B-2

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

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

FY 2017-18 through FY 2021-22

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

December 2023

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

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

10/28/22-C 11/16/22-C 05/24/23-C 06/28/23-C 07/26/23-C 09/27/23-C

12/20/23-C

OBAG 2 County Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | STP/CMAQ |
|--|----------------|----------------------|
| OBAG 2 COUNTY PROGRAMS | | \$385,512,000 |
| NAPA COUNTY | TOTAL: | \$8,150,000 |
| SAN FRANCISCO COUNTY | | |
| CMA Planning Activities | | |
| Planning Activities Base | SFCTA | \$3,997,000 |
| Planning Activities - Supplemental | SFCTA | \$1,900,000 |
| Federal Aid Secondary (FAS) | | |
| County of San Francisco is entirely urban and therefore does not receive FAS funding | | |
| Safe Routes To School (SRTS) | | |
| SFMTA: San Francisco SRTS Non-Infrastructure Program | SFMTA | \$1,797,000 |
| County Program | | |
| BART: Embarcadero Station New Northside Platform Elevator and Faregates | BART | \$2,000,000 |
| Caltrain: Peninsula Corridor Electrification | Caltrain | \$11,188,000 |
| SFMTA: Geary Bus Rapid Transit Phase 1 | SFMTA | \$6,939,000 |
| SFMTA: San Francisco SRTS Non-Infrastructure Program - Supplemental | SFMTA | \$1,016,000 |
| SFMTA: Central Subway | SFMTA | \$15,980,000 |
| SFDPW: Better Market Street | SFDPW | \$3,366,000 |
| SAN FRANCISCO COUNTY | TOTAL: | \$48,183,000 |
| SAN MATEO COUNTY | | |
| CMA Planning Activities | | |
| Planning Activities Base | C/CAG | \$3,822,000 |
| Planning Activities - Supplemental | C/CAG | \$1,512,000 |
| Federal Aid Secondary (FAS) | | |
| County of San Mateo receives FAS funding directly from Caltrans | | |
| Safe Routes To School (SRTS) | | |
| C/CAG: San Mateo SRTS Non-Infrastructure Program | CCAG/COE | \$2,394,000 |
| County Program | | |
| Atherton: James Ave Rehabilitation | Atherton | \$251,000 |
| Belmont: Various Streets Pavement Rehabilitation | Belmont | \$467,000 |
| Belmont: Ralston Ave Corridor Bike/Ped Improvements | Belmont | \$1,000,000 |
| Brisbane: Crocker Trail Commuter Connectivity Upgrades | Brisbane | \$885,000 |
| Brisbane: Tunnel Ave Rehabilitation | Brisbane | \$137,000 |
| Burlingame: Various Streets Resurfacing | Burlingame | \$571,000 |
| Burlingame: Broadway PDA Lighting Improvements | Burlingame | \$720,000 |
| Burlingame: Hoover School Area Sidewalk Improvements | Burlingame | \$700,000 |
| C/CAG: San Mateo SRTS Non-Infrastructure Program - Supplemental | CCAG/COE | \$223,000 |
| Colma: Mission Rd Bike/Ped Improvements | Colma | \$625,000 |
| Daly City: Various Streets Pavement Resurfacing and Slurry Seal | Daly City | \$1,310,000 |
| Daly City: Southgate Ave and School Street Safety Imps. | Daly City | \$450,000 |
| East Palo Alto: Various Streets Resurfacing | East Palo Alto | \$416,000 |
| Foster City: Various Streets Pavement Rehabilitation | Foster City | \$441,000 |
| Half Moon Bay: Poplar Street Complete Streets | Half Moon Bay | \$1,202,000 |
| Hillsborough: Various Streets Resurfacing | Hillsborough | \$408,000 |
| Menlo Park: Santa Cruz and Middle Avenues Rehabilitation | Menlo Park | \$647,000 |
| Millbrae: Various Streets Pavement Rehabilitation | Millbrae | \$387,000 |
| Millbrae: Park Blvd, San Anselmo Ave, & Santa Teresa Way Imps. | Millbrae | \$347,000 |
| Pacifica: Citywide Curb Ramp Replacements | Pacifica | \$400,000 |
| Pacifica: Various Streets Pavement Rehabilitation | Pacifica | \$671,000 |
| Pacifica: Palmetto Sidewalk Improvements | Pacifica | \$330,000 |
| Pacifica: Sharp Park Priority Development Area Pedestrian Imps | Pacifica | \$1,000,000 |
| Portola Valley: Various Streets Resurfacing | Portola Valley | \$201,000 |

Attachment B-2

MTC Res. No. 4202 Attachment B-2

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

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

FY 2017-18 through FY 2021-22

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

December 2023

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

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

10/28/22-C 11/16/22-C 05/24/23-C 06/28/23-C 07/26/23-C 09/27/23-C

12/20/23-C

OBAG 2 County Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | STP/CMAQ |
|--|---------------------|----------------------------|
| OBAG 2 COUNTY PROGRAMS | | \$385,512,000 |
| 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 |
| 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 |

Attachment B-2

MTC Res. No. 4202 Attachment B-2

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

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

FY 2017-18 through FY 2021-22

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

December 2023

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

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

10/28/22-C 11/16/22-C 05/24/23-C 06/28/23-C 07/26/23-C 09/27/23-C

12/20/23-C

OBAG 2 County Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | STP/CMAQ |
|--|--------------------|----------------------|
| OBAG 2 COUNTY PROGRAMS | | \$385,512,000 |
| 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 |
| Santa Clara County: Capitol Expressway Rehabilitation | Santa Clara County | \$5,000,000 |
| Santa Clara County: Circulation and Mobility Element | Santa Clara County | \$450,000 |
| 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 |
| 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 (Removed) | Benicia | \$2,731,000 |
| Fairfield: East Tabor Tolenas SR2S Sidewalk Gap Closure (Added) | Fairfield | \$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 Bike Path | STA | \$3,064,000 |
| STA: Solano Mobility Call Center | STA | \$1,537,000 |
| Vacaville: VacaValley/I-505 Roundabouts (Removed) | Vacaville | \$250,000 |
| Vacaville: Local Streets Overlay | Vacaville | \$1,193,000 |
| Vacaville: Bike/Ped Trail Imps at Fruitvale Rd, Briarwood Dr, Arlene Dr (Added) | Vacaville | \$250,000 |
| 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 | | |

Attachment B-2

MTC Res. No. 4202 Attachment B-2

MTC Resolution No. 4202

Adopted: 11/18/15-C

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

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

OBAG 2 County Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | STP/CMAQ |
|--|---------|---------------|
| OBAG 2 COUNTY PROGRAMS | | \$385,512,000 |
| Cotati: E. Cotati Avenue Street Rehabilitation | Cotati | \$675,000 |

Attachment B-2

MTC Res. No. 4202 Attachment B-2

MTC Resolution No. 4202

Adopted: 11/18/15-C

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

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

OBAG 2 County Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | STP/CMAQ |
|--|---------------|----------------------|
| OBAG 2 COUNTY PROGRAMS | | \$385,512,000 |
| 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 |
| 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 09/27/23-C 10/25/23-C
11/15/23-C 12/20/23-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/Powell Interchange Transit Access project; revise County & Local Program awards for Alameda County's Mission Boulevard Phase III Corridor Improvements and Lafayette's School Street Class I Multiuse Facility from \$9,657,000 to \$4,950,000 and \$3,435,000 to \$750,000, respectively; add \$8,000,000 in additional anticipated revenues to the County & Local Program and \$1 million to the Regional Program; and program \$15,392,000 in available capacity to various projects on the County & Local Program contingency list.

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

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

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

ABSTRACT

MTC Resolution No. 4505, Revised

Page 4

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.

On September 27, 2023, Attachment B-1 was revised to program \$4,700,000 in Regional Active Transportation Plan Implementation balances to MTC's Active Transportation Technical Assistance Program, add MTC as the project sponsor for \$15,000,000 in Transportation Electrification planning projects, and revise the project names for two of MTC's PDA Planning Grants in Fairfield and Suisun City to indicate that the Solano Transportation Authority will be facilitating project delivery.

On October 25, 2023, Attachment B-1 was revised to program \$1,500,000 to MTC for Engagement and Capacity Building for Community-Based Transportation Plans (CBTP's) and the Community Action Resource and Empowerment (CARE) Program, and \$600,000 to MTC for Bay Wheels Bikeshare E-Bike Expansion station siting, marketing, and incentives; and to reflect fund sources and fund source changes (in accordance with MTC Resolution No. 3989) for MTC's Engagement and Capacity Building for CBTP's and CARE program, various projects within the Priority Production Area (PPA) Pilot Program, and MTC's Bay Wheels Bikeshare E-Bike Expansion project.

On November 15, 2023, Attachment B-1 was revised to program \$6,600,000 to MTC for Mapping & Wayfinding; program \$1,500,000 to MTC for PCA Program Implementation and reflect the fund source change from STP/CMAQ to non-federal MTC exchange funds (as programmed in MTC Resolution No. 3989, Revised); reflect the fund source change for \$300,000 of MTC's Active Transportation Technical Assistance project from STP/CMAQ to non-federal Planning, Programming, and Monitoring (PPM) funds; and distribute the funds previously programmed to MTC for Connected Bay Area/Incident Management to MTC's component projects, Connected Bay Area (\$24,400,000) and Incident Management (\$4,000,000).

On December 13, 2023, Attachments A, B-1, and B-2, and Appendix A-1 were revised to update the Housing Element compliance requirements for the County & Local Program; reprogram

ABSTRACT

MTC Resolution No. 4505, Revised

Page 5

\$4,850,000 in Regional and County & Local funds from SFCTA's Yerba Buena Island Multi-Use Path to SFMTA for Light Rail Vehicles as part of a local fund exchange and revise the project names to reflect related roadway improvement supporting the multi-use path; reprogram \$2,200,000 in County & Local Program funds from BART's Elevator Modernization Phase 1.3 project to MTC's Regional Carpool/Vanpool project; and program \$2,110,000 in Regional Program funds to Active Transportation Technical Assistance Program projects, including changing the fund source of \$560,000 from STP/CMAQ to non-federal MTC exchange funds.

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; the Programming and Allocations Committee dated June 14, 2023, July 12, 2023, September 13, 2023, October 11, 2023, November 8, 2023; the Planning Committee dated December 8, 2023; and the Programming and Allocations Committee dated December 13, 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), 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

Alfredo Pedroza, Chair

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

Date: January 26, 2022
W.E.: 1512
Referred by: PAC
Revised: 06/22/22-C 01/25/23-C 03/22/23-C
04/26/23-C 12/20/23-C

Attachment A
Resolution No. 4505

One Bay Area Grant (OBAG 3) Program

Project Selection and Programming Policies

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

Table of Contents

| | |
|---------------------------------------|----|
| Table of Contents..... | 3 |
| Background | 4 |
| Program Principles..... | 4 |
| Revenue Estimates..... | 5 |
| Program Categories | 6 |
| Regional Programs..... | 7 |
| County & Local programs | 9 |
| Project Lists..... | 14 |
| Programming Policies | 14 |
| General Policies..... | 14 |
| County & Local Program Policies | 20 |
| Policy Consistency..... | 23 |

Appendices

Appendix A-1 County & Local Program Call for Projects Guidelines

The One Bay Area Grant Program (OBAG 3) establishes the policy framework and commitments for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for a four-year period covering federal fiscal year (FY) 2022-23 through FY 2025-26. Attachment A outlines the OBAG 3 program principles and objectives, revenue estimates, program architecture, and programming policies. Attachment B details the projects, funding amounts, and project sponsors, as they are approved by the Commission.

Background

The Commission adopted the inaugural One Bay Area Grant Program (OBAG 1) in May 2012 (MTC Resolution 4035) to better integrate the region's federal transportation program with its Sustainable Communities Strategy (SCS). Pursuant to SB 375 (Steinberg 2008), the SCS aligns regional transportation planning with land use and housing in order to meet state greenhouse gas reduction targets. Since 2013, MTC and ABAG have jointly adopted a SCS along with MTC's long-range Regional Transportation Plan (RTP) every four years, with the documents collectively known as *Plan Bay Area*.

The OBAG 1 program established a framework for leveraging discretionary federal highway funding to support the implementation of *Plan Bay Area* by focusing transportation investments in Priority Development Areas (PDAs) and in jurisdictions producing and planning for new housing under the Regional Housing Needs Allocation (RHNA) process, among other strategies. The framework also consolidated funding sources and increased local agency flexibility to advance priority projects. OBAG 1 programming covered the five-year period from FY 2012-13 through FY 2016-17. Following the initial success of OBAG 1, the Commission adopted OBAG 2 in November 2015 (MTC Resolution 4202) with a similar framework and supporting policies. OBAG 2 programming covered the five-year period from FY 2017-18 through FY 2021-22.

In keeping with prior cycles, the proposed OBAG 3 framework is designed to advance the implementation of the region's latest RTP and SCS, *Plan Bay Area 2050*, adopted in October 2021.

Program Principles

The following principles, established through Commission direction and stakeholder input, guided the development of the OBAG 3 program and policies:

- **Preserve effective program features from prior OBAG cycles to support regional objectives.** Key aspects of the prior cycles are preserved under the proposed OBAG 3 County & Local Program, including concentrating transportation investments within PDAs, incorporating housing factors into the project prioritization process, and local jurisdiction policy requirements. Partnership with County Transportation Agencies (CTAs) to identify local community-based projects for funding that are consistent with regional goals is also continued.
- **Strategically advance *Plan Bay Area 2050* implementation through OBAG investments and policies.** As with OBAG 1 and 2, the primary objective of the OBAG 3 program, both the in the Regional and County & Local components, is to support the interconnected strategies of the

RTP and SCS. With the adoption of *Plan Bay Area 2050*, OBAG 3 reflects new and updated implementation strategies as well as new Growth Geographies.

- **Incorporate recent MTC policy initiatives and adapt to the current mobility landscape.** In the years following the adoption of OBAG 2, MTC has undertaken several major policy initiatives which were taken into consideration in the development of OBAG 3. These policy actions include adoption of the MTC Equity Platform, Regional Safety/Vision Zero Policy, and Express Lanes Strategic Plan, and completion of the Transit Transformation Action Plan. In addition, the OBAG 3 program takes into account sustainable staffing levels necessary to implement continued and new initiatives.
- **Advance equity and safety through policies and investments.** Building off the principles of the MTC Equity Platform, the OBAG 3 framework integrates cross-cutting equity considerations into each of its proposed program areas. In addition, while the program requirements stop short of mandating local Vision Zero policies, jurisdictions will be required to adopt Local Road Safety Plans (or equivalent safety plans), and priority will be given to funding projects that align with and support these plans. OBAG 3 also significantly increases funding levels for Healthy, Safe, and Sustainable Streets projects and implementation of projects in Equity Priority Communities that have been prioritized through Community-Based Transportation Plans or Participatory Budgeting processes.
- **Address federal planning and programming requirements.** As the federally-designated Metropolitan Planning Organization (MPO) for the Bay Area, MTC is responsible for regional transportation planning and programming efforts, including performance-based requirements. OBAG 3 documents and clarifies MTC's roles and responsibilities for programming STP and CMAQ funding, including the areas of project selection and funding distribution processes, and the prioritization process for CMAQ funds.
- **Coordinate with complementary fund sources to develop a comprehensive regional investment strategy.** Recognizing that STP and CMAQ funds constitute a relatively limited proportion of the total transportation funding available to the region, the OBAG 3 program is designed in coordination with other complementary existing and anticipated fund sources to implement the ambitious strategies laid out in *Plan Bay Area 2050*.
- **Emphasize a shared, partnership approach to program implementation.** OBAG 3 preserves and continues to build upon the robust partnerships with CTAs, transit agencies, Caltrans, and local jurisdictions established through prior programming cycles. The program architecture and policies recognize and uphold local expertise in project development and prioritization, while providing a framework for all stakeholders to work together to advance shared regional priorities.

Revenue Estimates

OBAG 3 programming capacity is based on anticipated federal transportation program apportionments from the regional Surface Transportation Block Grant (STP) and Congestion

Mitigation and Air Quality Improvement (CMAQ) programs for a four-year period covering FY 2022-23 through FY 2025-26.

Over the four year OBAG 3 period, \$766 million in STP/CMAQ programming capacity is estimated, including additional STP/CMAQ apportionments from the recently enacted Infrastructure Investment and Jobs Act (IIJA). If additional federal programs are authorized or appropriated during the OBAG 3 period, the Commission may adjust the programming capacity accordingly. Such adjustments include increasing or decreasing funding amounts to one or more programs, postponement of projects, expansion of existing programs, development of new programs, or adjustments to subsequent program cycles.

As federal programs are subject to change with each federal surface transportation authorization, any reference to specific fund sources in the OBAG 3 programming resolution (i.e. STP/CMAQ) serve as a proxy for replacement or new federal fund sources for which MTC project selection and programming authority. However, MTC may elect to program replacement or new federal fund sources outside of the OBAG 3 program resolution.

OBAG 3 programming capacity is based upon apportionment rather than obligation authority. As the amount of obligation authority available to the region is less than the region's annual apportionments, there is typically a carryover balance of apportionment each year. MTC's successful project delivery in recent years has allowed the region to capture additional, unused obligation authority from other states, enabling the region to advance the delivery of additional projects each year. MTC staff will continue to monitor apportionment and obligation authority balances throughout the OBAG 3 period to support the accelerated delivery of programmed projects.

Program Categories

The OBAG 3 program categories carry forward elements from previous OBAG cycles, reorganized for clarity and refined to more closely align with *Plan Bay Area 2050* strategies, advance regional goals for equity and safety, and address federal performance-based programming requirements. These revised categories further integrate the Regional Programs and County & Local Programs by providing a common framework for project types and focus areas. The five OBAG 3 program areas and corresponding objectives are as follows:

- **Planning & Program Implementation:** Carry out coordinated regional and countywide planning and programming activities within MTC's performance-based planning and programming processes, consistent with federal requirements and regional policies. Additionally, commit staffing resources necessary to deliver OBAG 3 projects and programs.
- **Growth Framework Implementation:** Support and assist with local efforts to create a range of housing options in PDAs, select Transit-Rich Areas (TRAs), and select High-Resource Areas (HRAs), and carry out other regional studies, programs, and pilots to advance the *Plan Bay Area 2050* growth framework.
- **Climate, Conservation, and Resilience:** Reduce emissions and solo vehicle trips through accelerated electrification and clean vehicle programs and expanded transportation

demand management programs. Additionally, protect high-priority natural and agricultural lands; modernize and expand access to parks, trails, and recreation facilities; and increase transportation system resiliency to the impacts of climate change.

- **Complete Streets and Community Choice:** Improve and maintain local streets and roads to meet the needs of all users while improving safety, promoting walking, biking and other micro-mobility, and sustainable infrastructure. In addition, support community-led planning efforts and assist with the development and advancement of community-led transportation enhancements in Equity Priority Communities (EPCs).
- **Multimodal Systems Operations and Performance:** Support and coordinate efforts to achieve an integrated, efficient, reliable, and easy to navigate public transit network to increase ridership and improve mobility options consistent with the Transit Transformative Action Plan recommendations. Additionally, continue to optimize existing freeways, highways, key arterials, and communications infrastructure to maximize person throughput and multimodal system performance.

Similar to previous OBAG cycles, the OBAG 3 program structure is divided into Regional and County & Local components, with the latter programs comprising of projects selected by MTC and nominated by CTAs through a unified call for projects process. Both the Regional and County & Local programs are organized around the five categories listed above.

REGIONAL PROGRAMS

OBAG 3 directs 50% of available program funds towards regional investments that are targeted to address critical climate and focused growth goals of *Plan Bay Area 2050*, and coordinate and deploy strategies that are best suited for regional implementation. As specific regional projects and programs are approved by the Commission for funding, they will be added to Attachment B-1.

Planning & Program Implementation

The Planning & Program Implementation program supports a variety of regional planning, programming, and outreach activities to implement *Plan Bay Area 2050* and comply with performance-based planning and programming requirements. This program category also includes dedicated resources and staffing support to deliver OBAG 3 projects and programs.

Growth Framework Implementation

The purpose of this program is to support and assist local efforts to create a range of housing options that align with *Plan Bay Area 2050* growth geographies, with a focus on completing approved plans for all existing PDAs by 2025. Funding from this program will provide capacity-enhancing support for local jurisdictions through the PDA Planning and Technical Assistance Grant program and the Regional Housing Technical Assistance program. These funds will also support implementation of MTC's Transit Oriented Development (TOD) Policy, or its successor, to ensure land use supports future transit investments. In addition, this program may fund regional land-use studies, programs, and pilot projects identified in *Plan Bay Area 2050 Implementation Plan*. Such studies could include redevelopment of malls and office parks, reuse of public and community-owned land, or a Priority Production Area (PPA) pilot program.

Climate, Conservation, and Resilience

Funding from this program supports a suite of interconnected objectives, including reduced vehicle emissions through accelerated electrification and transportation demand management, protection of high-priority natural and agricultural lands, expanded access to parks and open space, and increased resiliency of the transportation system to the impacts of climate change. These goals align with regional transportation and environmental strategies outlined in *Plan Bay Area 2050*.

Within the Regional Program, this category includes expanded investments to accelerate electrification, as well as a variety of emission reduction strategies and transportation demand management programs. Programs may include Mobility Hubs, Targeted Transportation Alternatives, car sharing, bikeshare and e-bike incentives; carpool programs; Commuter Benefits Program and targeted commuter programs; and assistance for the development of local demand management policies and programs.

The regional Priority Conservation Area (PCA) program provides grant funding for critical conservation and open space projects. Grants will be available to support the implementation of the updated PCA framework (currently underway).

This program category also includes a new regional resilience and sea level rise pilot to support the protection of vulnerable transportation assets from sea level rise and other climate impacts.

Complete Streets and Community Choice

This program is intended to improve and maintain local streets and roads to meet the needs of all users while increasing safety, with an emphasis on supporting the development and advancement of community-led transportation enhancements in EPCs.

Regional Program funding in this program category will implement recommendations of the Regional Active Transportation Plan, or its successor, including compliance with the Regional Complete Streets Policy and the implementation of the Regional Active Transportation Network. The program also continues technical assistance programs, and supports completion of key Bay Trail gaps. The program will also advance the Regional Safety/Vision Zero Policy, including support for the Regional Integrated Safety Data System and other regional safety initiatives, coordination efforts, and technical assistance. Ongoing regional programs that support local streets and roads asset management, including StreetSaver, StreetSaver Plus, and the Pavement Technical Assistance Program, are broadened to include upgrades to local roadway asset inventories to support complete streets and safety strategies, as well as encouraging green infrastructure, where possible.

Funding in this program category will also support increased regional investment in Community-Based Transportation Plans (CBTPs) and Participatory Budgeting (PB) processes, and provide a dedicated source of funding for the acceleration and delivery of projects identified through community plans and participatory budgeting efforts.

Multimodal Systems Operations and Performance

The purpose of this program is to improve mobility options across the Bay Area's multimodal transportation system and emphasizes achieving an integrated, efficient, reliable, and easy to navigate public transit network to increase ridership and improve mobility options.

Regional Program funding in this program category supports implementation of near-term priorities identified through the Blue Ribbon Transit Transformation Action Plan, as well as planning, design, and implementation of near-term operational improvements, incident management, and deployment of regional fiber communications infrastructure on the region's existing freeways and highways. Regional projects and programs to be funded include Bay Area Forwards, transit priority improvements, and additional freeway and arterial operational improvements.

COUNTY & LOCAL PROGRAMS

OBAG 3 directs the remaining 50% of available funding for local and county projects prioritized through a call for projects process selected by MTC. Local jurisdictions, transit agencies, and CTAs may apply for these funds for a variety of project types and program categories described below. As specific projects and programs are approved by the Commission for funding within the County & Local Program, they will be added to Attachment B-2.

Planning & Program Implementation

Similar to prior cycles, OBAG 3 provides dedicated funding within the County & Local Program to support planning and programming activities throughout the nine Bay Area counties. Administered by MTC through funding agreements with each CTA, these funds are used to cooperatively implement *Plan Bay Area 2050* and associated regional policies, development of countywide transportation plans, outreach activities, and the advancement of additional plans and projects as determined by MTC. CTAs may request additional funding to augment these base funding levels for countywide planning and programming through the call for projects process.

Growth Framework Implementation

The OBAG 3 County & Local Program continues to focus investments in PDAs through investment thresholds.

- **PDA Minimum Investments:** In the Bay Area's most populous counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara), a minimum of 70% of County & Local Program investments must be directed to PDAs. In the remaining counties (Marin, Napa, Solano, and Sonoma), a minimum of 50% in County & Local Program investments must be directed to PDAs. Funds programmed for CTA planning and programming activities are given partial credit towards each county's minimum investment threshold calculations (70% or 50%, in line with each county's minimum threshold).
- **Uniform Definition for PDA Supportive Projects:** To be credited towards each county's PDA minimum investment threshold, a project must be located within or connected to a PDA, or be within one mile of a PDA boundary. Projects that are not physically located

within one mile of a PDA but have a clear and direct connection to PDA implementation, such as transit maintenance facility improvements, may also be credited towards the PDA minimum investment thresholds. Determinations for such projects will be provided by MTC staff on a case by case basis.

- **Housing Element:** Cities and counties must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-2031 Regional Housing Needs Allocation (RHNA), and maintain certification throughout the OBAG 3 program period to remain eligible for County & Local Program funding. After December 31, 2023, MTC will deprogram County & Local Program funds awarded to from the TIP for jurisdictions that do not yet have a certified housing element or have not maintained certification. Exceptions may be granted as detailed in Appendix A-1. Jurisdictions will have until December 31, 2024 to receive certification and have their County & Local Program awards reinstated. Following a review of Bay Area jurisdictions' Housing Element certification progress in June 2024, the Commission will have the opportunity to reaffirm the grace period extension to December 31, 2024, or modify the Housing Element certification deadline or related policies for individual projects or sponsors.

After this date the Housing Element certification deadline, MTC, in coordination with CTAs, will reprogram these funds awarded to non-compliant jurisdictions to projects located in compliant jurisdictions.

Additionally, jurisdictions must submit Housing Element Annual Reports to HCD by April 1 every year throughout the OBAG 3 program period to maintain funding eligibility.

- **State Housing Laws:** To maintain funding eligibility, all cities and counties must demonstrate compliance with state housing laws related to surplus lands, accessory dwelling units, density bonuses, and the Housing Accountability Act. Jurisdictions are required to self-certify compliance with the first three elements (state housing laws related to surplus lands, accessory dwelling units, and density bonuses) through a local resolution. After December 31, 2023, MTC will deprogram County & Local Program funds awarded to from the TIP for jurisdictions that have not yet adopted a resolution affirming compliance. Exceptions may be granted as detailed in Appendix A-1. Jurisdictions will have until December 31, 2024 to adopt a self-certification resolution and have their County & Local Program awards reinstated. After this date, MTC, in coordination with CTAs, will reprogram these funds to projects located in compliant jurisdictions. Self-certification resolutions must be adopted by local jurisdictions and submitted to MTC by December 31, 2023 to maintain eligibility for County & Local Program funding.

Compliance with the Housing Accountability Act is an ongoing program requirement, which may be monitored by MTC staff as appropriate. MTC may deprogram County & Local Program funds awarded to a jurisdiction that it determines to be out of compliance with the Housing Accountability Act.

In addition to focusing investments in PDAs, the County & Local Program supports mobility and access projects that serve additional *Plan Bay Area 2050* growth geographies, such as select TRAs and HRAs. Eligible projects in these growth areas will also be given consideration through the call for projects process.

Eligible project types for the County & Local Program that directly support the Growth Framework Implementation program category include:

- Local PDA Planning grants (in addition to those funded through the Regional Program)
- Local planning grants for other new *PBA 2050* Growth Geographies

Climate, Conservation, and Resilience

The County & Local Program supports regional coordination in the Climate, Conservation, and Resilience program category by identifying and funding additional local projects to achieve the interconnected goals to reduce emissions, protect and improve access to priority open spaces, and increase transportation system resiliency through the call for projects process.

Eligible project types for the County & Local Program that fall within the Climate, Conservation, and Resilience program category include:

- Transportation demand management programs
- Mobility Hub planning and implementation
- Parking reduction and curb management programs
- Car share and bike share capital projects
- Plans and projects to assist in the preservation and enhancement of open space, natural resource and agricultural lands, and critical habitats (may require non-federal funds)
- Bicycle and pedestrian access to open space and parklands
- Regional Advance Mitigation Planning (RAMP) planning activities and implementation (may require non-federal funds)
- Transportation system resilience or sea level rise plans and projects

Complete Streets and Community Choice

The County & Local Program plays a critical role in meeting the objectives of Complete Streets and Community Choice by funding local improvements to local streets and roads to improve safety and meet the mobility needs of all users, as well as advancing transportation enhancements that have been vetted and prioritized by residents of Equity Priority Communities.

- **Active Transportation Investment Target:** OBAG 3 establishes a regionwide target of \$200 million for active transportation projects, including bicycle, pedestrian, and Safe Routes to School (SRTS) programs and projects. Bicycle and pedestrian elements included on projects that are not solely focused on active transportation (such as sidewalk or bike lane improvements included in a local road preservation project) also contribute to this regionwide investment target.

- **SRTS Investment Target:** OBAG 3 carries forward ongoing commitments to SRTS programming, by establishing a \$25 million regionwide target for SRTS programs and projects.
- **Complete Streets Policy:** Jurisdictions must comply with MTC's Complete Streets Policy, and its successor, including the requirement to complete a Complete Streets Checklist for each project applying for OBAG 3 funding. As part of the County & Local Program call for projects, CTAs are required to make completed project checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to the CTA's nomination of prioritized projects to MTC.
- **Regional Safety/Vision Zero Policy:** Starting with California Highway Safety Improvement Program (HSIP) Cycle 11, jurisdictions are required to have a Local Roadway Safety Plan (LRSP) or equivalent safety plan in order to be eligible for HSIP funding. Consistent with this state requirement, local jurisdictions must have a LRSP or equivalent safety plan completed in order to maintain eligibility for County & Local Program funding. After December 31, 2023, MTC will deprogram County & Local Program funds awarded to jurisdictions that do not yet have a completed LRSP or equivalent safety plan. After this date, MTC, in coordination with CTAs, will reprogram these funds to projects located in compliant jurisdictions. Jurisdictions' OBAG 3 funds may be used to complete an LRSP or equivalent safety plan.
- **Pavement Management Program:** To maintain County & Local Program funding, jurisdictions with local public streets and roads, must:
 - Maintain a certified Pavement Management Program (StreetSaver® or equivalent) updated as prescribed by MTC staff
 - Fully participate in statewide local streets and road needs assessment surveys (including any assigned funding contribution)
 - Provide traffic count data to MTC to support FHWA's Highway Performance Monitoring System (HPMS) on an annual basis, or as directed by MTC staff

Eligible project types for the County & Local Program that align with the Complete Streets and Community Choice program category include:

- Bicycle and pedestrian improvements and programs
- SRTS projects and programs
- Safety projects, local road safety plans (LRSP), and Vision Zero planning activities
- Complete streets and sustainable streets improvements
- Streetscape projects to encourage biking, walking, and transit use
- Example project elements include bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossing and signals, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refuges, wayfinding signage, tree grates, bollards, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on-site storm water management, permeable paving, and pedestrian-scaled street furniture including bus shelters, benches, magazine racks, and garbage and recycling bins.
- Local streets and roads preservation projects on the federal-aid system. Projects should be based on a needs analysis from the jurisdiction's Pavement Management Program:
 - Pavement rehabilitation projects must be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP. Preventive maintenance projects with a PCI rating of 70 or above are eligible only if the jurisdiction's PMP demonstrates that the preventive maintenance strategy is a cost-effective method of extending the service life of the pavement.
 - Eligible non-pavement activities include rehabilitation or replacement of existing features on the roadway facility, such as bridge structures, storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements, and features that bring the facility to current standards.
- Federal Aid Secondary (FAS) funding distributions described in California statute (California Code § 2200-2214) will no longer be suballocated to counties through the OBAG 3 program. Counties remain eligible for OBAG 3 funding for rural road projects on the federal-aid system.
- Projects and programs prioritized in CBTPs and PB processes, which may include any of the above project types and project elements, as well as a variety of transit capital improvements.
- Community-based transportation plans or participatory budgeting processes in Equity Priority Communities (in addition to CBTP and PB processes administered through the Regional Programs)

Multimodal Systems Operations and Performance

The County & Local Program can support regional coordination and implementation the Multimodal Systems Operations and Performance program category by funding additional local projects to improve mobility options and performance of the Bay Area's existing multimodal transportation system, particularly on arterials and along fixed-route transit; or by nominating County & Local Program funds to match or augment Regional Program funds for these types of projects.

Eligible project types for the County & Local Program within the Multimodal Systems Operations and Performance program category include:

- Transit capital improvements, including vehicles for new or expanded service
- Transit station improvements such as plazas, station access improvements, bicycle parking, and replacement parking or parking management for Transit Oriented Development (TOD)
- Local actions to advance implementation of the Transit Transformation Action Plan
- Cost-effective, technology-driven active operational management strategies for local arterials and highways (for highways, when used to augment state or federal funds and developed/implemented in coordination with MTC)
- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community. Examples include the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals; individualized travel training and trip planning activities; development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and the operation of transportation brokerages to coordinate providers, funding agencies, and passengers.

Activities *not eligible* for funding include: air quality non-exempt projects, new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

Project Lists

Attachment B of Resolution 4505 contains the list of projects to be programmed under the OBAG 3 program. Attachments B-1 and B-2 list the projects receiving OBAG 3 funding through the Regional Programs and County & Local Programs, respectively. The project lists are subject to MTC project selection actions. MTC will update Attachments B-1 and B-2 as projects are selected or revised by the Commission.

Programming Policies

GENERAL POLICIES

The following programming policies apply to all projects funded in OBAG 3:

- 1. RTP Consistency:** Projects funded through OBAG 3 must be consistent with the adopted Regional Transportation Plan (RTP), currently *Plan Bay Area 2050*. As part of the project selection and TIP programming processes, project sponsors must identify each project's relationship with meeting the goals and objectives of the RTP, including the specific RTP ID number or reference. RTP consistency will be verified by MTC staff for all OBAG 3 projects as part of the project selection and TIP programming processes.
- 2. Federal Fund Eligibility:** Projects must be eligible for STP or CMAQ funds in order to be selected for OBAG 3 programming of those fund sources. However, eligibility for STP or CMAQ alone does not guarantee eligibility for funding through the OBAG 3 program. Projects must meet all program requirements and project selection criteria to be eligible for OBAG 3 funds.
 - STP is a flexible source of federal funding, with a wide range of projects that may be considered eligible. Eligible projects include roadway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration), public transit capital improvements, pedestrian and bicycle facilities and programs, highway and transit safety projects, transportation demand management, and transportation planning activities. More detailed eligibility requirements can be found in 23 U.S.C. § 133 and at: <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>.
 - CMAQ is a more targeted federal funding source for transportation projects that generate emissions reductions that benefit a nonattainment or maintenance for ozone, carbon monoxide, or particulate matter. Eligible project categories that meet this basic criteria include: Transportation Control Measures (TCMS) in an approved State Implementation Plan (SIP), transit expansion projects, transit vehicles and equipment, bicycle and pedestrian facilities and programs, travel demand management, public education and outreach activities, congestion reduction and traffic flow improvements, carpool, vanpool, and carshare programs, travel demand management, outreach and rideshare activities, telecommuting programs, and intermodal freight projects. For more detailed eligibility information, refer to 23 U.S.C. § 149 and at: http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/.
- 3. Air Quality Conformity:** In the Bay Area, it is the responsibility of MTC to make a regional air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the update of the TIP. Non-exempt projects that are not incorporated in the current finding for the TIP will not be considered for funding in the OBAG 3 program until the development of a subsequent air quality finding for the TIP. Additionally, the EPA has designated the Bay Area as a non-attainment area for fine particulate matter (PM_{2.5}). Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed Projects of Air Quality Concern (POAQC) for PM_{2.5} must complete hot-spot analyses as required by the Transportation Conformity Rule. Generally, POAQC are those projects that result in significant increases in, or concentrations of, emissions from diesel vehicles.

- 4. Public Involvement.** MTC is committed to a public involvement process that is proactive and provides opportunities for continuing involvement, comprehensive information, timely public notice, and public access to key decisions. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*. The Commission's adoption of the OBAG 3 project selection and programming policy meets the provisions of the *MTC Public Participation Plan*. MTC's Policy Advisory Committee and the Bay Area Partnership working groups are consulted in the development of funding commitments and policies for OBAG 3. Additional opportunities for public and stakeholder involvement will be provided throughout the OBAG 3 program period as specific programs are developed.

OBAG 3 investments must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions.

Additional details on the public involvement requirements for the County & Local Program, including Title VI considerations, are provided in Appendix A-1. The current *MTC Public Participation Plan* is available online at: <https://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

- 5. Project Selection Processes:** The OBAG 3 program categories are designed to reflect the investment priorities established in *Plan Bay Area 2050*. Within these program categories, MTC selects projects for STP and CMAQ funding that are consistent with *Plan Bay Area 2050*, and with consideration of their achievement toward regional targets of federal performance goals, and project delivery.
- 6. CMAQ Project Selection:** Additional project selection processes guide MTC's programming of CMAQ funds. MTC referred to FHWA's CMAQ Cost Effectiveness Tables (2020), emissions reductions benefits of OBAG 2 CMAQ projects, regional strategies in the Bay Area Air Quality Management District's (BAAQMD's) *Clean Air Plan*, and *Plan Bay Area 2050* air quality improvement strategies to develop CMAQ programmatic priorities for the OBAG 3 program. The CMAQ programmatic priorities to reduce emissions through vehicle miles traveled reduction include: bicycle and pedestrian facilities and programs, transit capital improvements, carpool, vanpool, rideshare, and travel demand management. CMAQ programmatic priorities to otherwise reduce transportation emissions reductions include: alternative fuel infrastructure and programs, traffic flow improvements, and incident management. Programmatic priorities are intended to guide initial program development, and do not preclude other project types from being selected for CMAQ funds.
- **Regional Programs.** CMAQ programmatic priorities are used to develop a proposed focus for CMAQ funds within various components of the Regional Programs. All regional projects that are eligible for CMAQ funding will be assessed for emissions reductions benefits and cost effectiveness prior to CMAQ project selection.

- **County & Local Program.** As part of the call for projects process, project sponsors will provide project data necessary to assess the emissions benefits and cost effectiveness for projects eligible for CMAQ funding. These assessments will be incorporated into the prioritization and CMAQ project selection as described in Appendix A-1.

- 7. TIP Programming:** Projects approved as part of the OBAG 3 program must be amended into the federal Transportation Improvement Program (TIP). The federally-required TIP is a comprehensive listing of transportation projects that receive federal funds, are subject to a federally required action, or are regionally significant for air quality conformity or modeling purposes. OBAG 3 project funding must first be approved by the Commission through revision to the Attachment B before it can be amended into the TIP.

Once a project has been selected for funding and is programmed in Attachment B, project sponsors must submit the project information into MTC's Fund Management System (FMS) in order for the project to be amended into the TIP. Proper submittal of project information into FMS is required for inclusion into the TIP in a timely manner. Additional information on FMS is available here: <https://mtc.ca.gov/funding/fund-management-system-fms>.

- 8. Resolution of Local Support:** a Resolution of Local Support approved by the project sponsor's governing board or council and submitted in FMS. A template for the Resolution of Local Support can be downloaded from the MTC website using the following link:

<https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bay-area-grant-obag-3>.

- 9. Local Match:** Although local match requirements are subject to change, the current local match requirement for STP and CMAQ funded projects in California is 11.47% of the total project cost, with FHWA providing up to 88.53% of the total project cost through reimbursements. For capital projects, sponsors that fully fund the project development or Preliminary Engineering (PE) phase with non-federal funds may use toll credits in lieu of a match for the construction phase. For these projects, sponsors must still meet all federal requirements for the PE phase.

Per the Regional Toll Credit Policy (MTC Resolution No. 4008), MTC may use toll credits to waive the local match requirements for programs and projects of regional significance, such as ongoing regional programs and planning efforts.

- 10. Environmental Clearance:** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section § 15000 et seq.), and the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) standards and procedures for all projects with federal funds.

- 11. Fund Exchanges:** Federal STP and CMAQ funding may be exchanged with non-federal funds for projects that are consistent with the OBAG 3 programming policy but are ineligible or poorly suited to federal funding. Development and implementation of a funding exchange is the responsibility of the project sponsors and CTAs. Exchanges must be consistent with MTC's fund exchange policy for regional discretionary funds (MTC Resolution No. 3331), which also requires the locally-funded project to be included in the TIP for tracking purposes. Projects

involved in a local fund exchange must comply with applicable federal, state, and regional project delivery requirements. Projects programmed with federal STP and/or CMAQ funds (Recipient Projects) must comply with applicable federal and state requirements and OBAG 3 General Programming Policies. Projects that receive non-federal funds as part of a fund exchange (Target Projects) must adhere to all other OBAG 3 program requirements, including local policy compliance.

12. Regional STP/CMAQ Exchanges: State and federal timely use funds provisions, such as Sections 182.6 and 182.7 of the State Streets and Highways Code, require federal apportionment to be obligated within three years of federal eligibility. If a region of the state is unable to fully obligate their lapsing STP or CMAQ balances in a given year, another region in the state can enter into temporary exchange agreements to obligate the older, unused STP or CMAQ balances in exchange for an equal amount of future year STP or CMAQ funds. Such exchanges benefit both regions by avoiding the loss of funds in one region, while another region can advance projects that may be stalled due to a lack of eligible funding.

To facilitate such exchanges, the MTC Executive Director or designee is authorized to sign letters of understanding with Caltrans and other regions for the exchange of STP or CMAQ funds with the following conditions and limitations:

- The exchange does not negatively impact the delivery of Bay Area STP/CMAQ projects.
- The exchange is a dollar for dollar exchange.
- The exchange is allowed under Caltrans' obligation authority management policy.
- Exchanges over \$2 million are reported to a standing Committee of the Commission for information.
- The Letter of Understanding can be executed in time for the MTC to secure the funds prior to any lapse or rescission.
- If any timely use of funds deadlines or Caltrans processes are not met in time and therefore result in the loss of apportionment balance, MTC's apportionment shall not be negatively affected and the Letter of Understanding is null and void.

Exchanges beyond these conditions and limitations may be approved by a standing Committee of the Commission.

13. Advanced Construction: When certain federal funds are not available for obligation due to an insufficient balance of apportionment or obligation authority project sponsors may request authorization from FHWA and Caltrans to proceed with the project under advance construction (AC) procedures. AC procedures allow FHWA to authorize work to begin on a project without obligating federal funds. Project sponsors given the federal authorization to proceed with a project under AC procedures use local funds to perform work eligible for future federal reimbursement. Once federal apportionment or obligation authority becomes available, the sponsor may then seek to covert the amount authorized through AC into a real obligation of federal funds.

AC procedures streamline the delivery of federal projects and programs by allowing projects to proceed when current year apportionments or obligation authority has run out, and enables the region and the state to better manage the use of obligation authority for large projects.

To facilitate AC procedures on regional projects, the MTC Executive Director or designee, in consultation with the Chief Financial Officer, is authorized to execute AC authorizations with Caltrans and/or FHWA for federal projects sponsored or implemented by MTC, with the following conditions and limitations:

- The agency must have sufficient local funds to pay for all project costs until the federal funds become available.
- The project must comply with all federal requirements including programming in the TIP.
- The federal authorization date establishes the start date for performance federally-reimbursable work.

14. Regional Fund Management: OBAG 3 funding is available in federal fiscal years (FY) 2022-23 through FY 2025-26. Funds may be programmed in any of these years, conditioned upon the availability of federal apportionment and obligation authority (OA), and subject to TIP financial constraint requirements. In addition, in order to provide uninterrupted funding to ongoing efforts and to provide more time to prepare for the effective delivery of capital projects, priority of funding for the first year of programming apportionment (FY 2022-23) will be provided to ongoing programs, such as regional and CTA planning activities, non-infrastructure projects and programs, and the preliminary engineering phase of capital projects.

Specific programming timelines will be determined through the development of the Annual Obligation Plan, which is developed by MTC staff in collaboration with the Bay Area Partnership technical working groups and project sponsors.

OBAG 3 projects are selected for funding based on program and fund source eligibility, project merit to achieve program objectives, and deliverability within established deadlines.

The OBAG 3 program funding is composed of approximately 60% STP and 40% CMAQ funding. MTC will select projects throughout the nine-county Bay Area based on the established project selection criteria and programming policies. STP and CMAQ funds will be assigned to specific projects as part of the project selection process. The amount of STP or CMAQ in any one program, or in the case of the County & Local Program in any one county, will be determined as part of the project selection process. Following the initial project selection and fund assignment process, MTC may re-assign fund sources to reflect available apportionment or obligation authority, or to otherwise effectively manage regional STP and CMAQ funds.

All OBAG 3 programming amounts must be rounded to the nearest thousand.

All project savings are returned to MTC for future programming, and are not retained by the project sponsor or county.

15. Project Delivery Policy: Once programmed in the TIP, the funds must be obligated by FHWA or transferred to the Federal Transit Administration (FTA) within the federal fiscal year the funds are programmed in the TIP. Additionally, all OBAG 3 funds must be obligated no later than January 31, 2027.

Project sponsors are responsible for securing necessary matching funds and for cost increases or additional funding needed to complete the project.

Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy (MTC Resolution No. 3606 and any subsequent revisions). All funds are subject to obligation, award, invoicing, reimbursement and project close-out requirements. The failure to meet these deadlines may result in the de-programming and redirection of funds to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of OBAG 3 funding is required to identify and maintain a staff position that serves as the single point of contact (SPOC) for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the TIP, and to notify MTC immediately when the position contact has changed. This person will be expected to work closely with FHWA, Caltrans, MTC, and the respective CTA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate, if requested, in a consultation meeting with the CTA, MTC, and Caltrans prior to MTC approving future programming or including any funding revisions for the agency in the TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

COUNTY & LOCAL PROGRAM POLICIES

In addition to the general programming policies, the following policies also apply to all projects selected for funding in the County & Local Program.

- 1. Minimum Grant Size:** Projects must be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). The purpose of grant minimum requirements is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CTAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff.

On a case by case basis, MTC may program a grant award that is below the county minimum, but no less than \$150,000. These exceptions are subject to MTC staff discretion, but may be limited to non-infrastructure projects, safety projects, or projects that are already federalized.

2. Project Selection Process: MTC selects project in the County & Local Program through a competitive call for projects process, administered by MTC in coordination with the CTAs. In early 2022, MTC will develop and approve the call for projects guidelines (Appendix A-1) prior to releasing a regionwide call for local and county project nominations. In coordination with MTC, CTAs will assist with local agency outreach, public engagement, and initial project screening and evaluation. Following this initial process, CTAs will submit a locally prioritized list of project nominations for MTC's regional evaluation and final project selection in early 2023.

3. County Nomination Targets: With the release of the regionwide call for projects, MTC will provide CTAs with their nomination targets for the OBAG 3 County & Local Program. Nomination targets are established to guide the maximum funding request from each county. Similar to prior cycles, these targets will be based on population, recent housing production and planned growth, and housing affordability. However, these investment targets do not commit or imply a guaranteed share of funding to any individual county or jurisdiction. Each county's nomination target will also be adjusted to ensure that it is greater than the amount of base planning funding for that county (affects Napa County).

In order to ensure a sufficient pool of projects for MTC's final project selection, the nomination targets will be 120% of the total amount available for the County & Local Program minus the amounts for CTA Base Planning. Nomination targets will be detailed in Appendix A-1.

4. Project Selection Criteria & Outreach: MTC will develop detailed project selection criteria and outreach requirements prior to the release of the call for projects, and provided in Appendix A-1. The project selection guidelines will include, but may not be limited to, the following criteria:

- Screening of all projects for consistency with *Plan Bay Area 2050*, federal fund eligibility, and OBAG 3 programming policy requirements.
- Alignment with *Plan Bay Area 2050* strategies and federal performance management targets.
- Consistency with adopted regional plans and policies, such as Regional Safety/Vision Zero policy, Equity Platform, Regional Active Transportation Plan (AT Plan), Complete Streets Policy (update pending), Transit Oriented Communities (TOC) Policy (update pending), and priority actions from the Blue Ribbon Transit Transformation Action Plan.
- Projects located within PDAs, or select new growth geographies, and EPCs
- Projects identified in completed CBTPs or PBs
- Project deliverability within program deadlines.
- Emissions reductions benefit and cost effectiveness calculation (for projects eligible for CMAQ).

In addition to these criteria, final project selection will also reflect the relative PDA investment targets per county and the regionwide investment target of \$200 million in active transportation (as described in Program Categories section, above). Consideration will

also be given to overall project mix, equity, geographic spread, and to available fund sources and amounts.

POLICY CONSISTENCY

OBAG 3 Program Categories are designed to support and advance regional and federal priorities, including *Plan Bay Area 2050* strategies and FHWA Federal Performance Goal Areas, as illustrated in the matrix below.

| OBAG 3 Program Category | PBA 2050 Strategies | Federal Performance Goal Areas |
|---|---|---|
| Planning & Program Implementation | H3, H4, H5, H6, H8 T1, T2, T3, T6, T7, T8, T9, T10, T11, T12 EC4, EC5, EC6 EN1, EN2, EN3, EN4, EN5, EN6, EN7, EN8, EN9 | Safety Infrastructure Condition System Reliability Freight Movement and Economic Vitality Congestion Reduction Environmental Sustainability |
| Growth Framework Implementation | H3, H4, H5, H6, H8 T1, T2, T3, T11 EC4, EC5, EC6 EN4 | Congestion Reduction Environmental Sustainability |
| Climate, Conservation and Resilience | T2, T7, T8 EN1, EN4, EN5, EN6, EN7, EN8, EN9 | System Reliability Congestion Reduction Environmental Sustainability |
| Complete Streets and Community Choice | T1, T2, T3, T6, T7, T10 | System Reliability Freight Movement and Economic Vitality Congestion Reduction Environmental Sustainability |
| Multimodal Systems Operations and Performance | T1, T2, T3, T8, T9, T10 | Safety Infrastructure Condition Congestion Reduction Environmental Sustainability |

For a complete list of Plan Bay Area 2050 strategies, see pages vii-x of the adopted plan, available at <https://www.planbayarea.org/>.

Appendix A-1: County & Local Program Call for Projects Guidelines

The One Bay Area Grant (OBAG 3) County & Local Program funding is available to projects through a competitive call for projects process, administered and selected by MTC in coordination with the nine Bay Area County Transportation Agencies (CTAs). MTC is responsible for call for projects oversight and final project selection.

To receive County & Local Program funding, CTAs and project sponsors must adhere to all OBAG 3 programming policies, including the call for projects guidelines. In the case of any conflict or inconsistency between these guidelines (MTC Resolution No. 4505, Appendix A-1) and the OBAG 3 Project Selection and Programming Policies (MTC Resolution No. 4505, Attachment A), the Project Selection and Programming Policies will be given precedence.

Program Requirements

Sponsor Requirements

Bay Area cities, counties, transit agencies, federally-recognized Tribal governments, and CTAs are eligible to apply for OBAG 3 County & Local Program funds. Cities and counties must meet the following requirements to receive program funding:

- Have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-31 Regional Housing Needs Allocation (RHNA) cycle by December 31, 2023, and maintain certification throughout the OBAG 3 program period, except as noted below;
- Submit Housing Element Annual Reports to HCD each year by the April 1 deadline throughout the OBAG 3 program period;
- Adopt a resolution self-certifying compliance with state housing laws related to surplus lands, accessory dwelling units, and density bonuses by December 31, 2023, except as noted below;
- Maintain ongoing compliance with the Housing Accountability Act (as determined by MTC staff) throughout the OBAG 3 program period;
- Complete a Local Roadway Safety Plan (LRSP) or equivalent safety plan, as defined by the California Highway Safety Improvement Program (HSIP) guidelines, by December 31, 2023;
- Maintain a certified Pavement Management Program (StreetSaver® or equivalent), updated as prescribed by MTC staff;
- Fully participate in statewide local streets and road needs assessment surveys (including any assigned funding contribution); and
- Provide traffic count data to MTC to support FHWA's Highway Performance Monitoring System (HPMS) on an annual basis, or as directed by MTC staff.

Jurisdictions that do not receive or maintain HCD housing element certification and/or have not adopted a state housing law self-certification resolution by December 31, 2023 will have any County & Local Program awards removed from the TIP. Jurisdictions will be given a one-year grace period to come into compliance with these housing-related requirements, during which time MTC will reinstate County & Local Program awards in the TIP for newly compliant sponsors at the earliest opportunity. Following a review of Bay Area jurisdictions' Housing Element certification progress in June 2024, the Commission

will have the opportunity to reaffirm the grace period extension to December 31, 2024, or modify the Housing Element certification deadline or related policies for individual projects or sponsors.

MTC will rescind any County & Local funds not programmed in the TIP from jurisdictions that remain or become noncompliant with these requirements after December 31, 2024 the Housing Element certification deadline.

MTC may retain County & Local Program funds in the TIP for sponsors that are noncompliant with the housing-related requirements referenced above, for projects that meet one of the following conditions:

- Projects awarded state or federal competitive grants that may be jeopardized by the deprogramming of County & Local Program funds.
- For capital projects that have not received final National Environmental Policy Act (NEPA) approval, sponsors may request to maintain a nominal amount of County & Local Program funds in the construction phase to continue the environmental approval process without interruption.

The above requirements do not apply to sponsors with no general plan or land use authority, such as CTAs or transit agencies under a Joint Powers Agreement (JPA) or special district.

In addition, all recipients of OBAG 3 funding, including public agencies without land use authority as well as federally-recognized Tribal governments, are required to:

- Comply with MTC's Complete Streets Policy, and its successor, including the requirement to complete a Complete Streets Checklist for each project applying for OBAG 3 funding; and
- Comply with MTC's Regional Project Delivery Policy (MTC Resolution No. 3606), including identification of a staff position to serve as the single point of contact (SPOC) for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out.

Project Requirements

Sponsors may apply to receive funding through the call for projects process for eligible project types, as detailed by program category in the County & Local Programs section of Attachment A. Projects must comply with OBAG 3 General Programming Policies, in addition to the programming policies specific to the County & Local Program.

For each project, sponsors must provide the following:

- A Complete Streets Checklist for each distinct project location using the Complete Streets web application (located at <https://completestreets.mtc.ca.gov/>). This checklist will be updated as part of MTC's Active Transportation Plan and Complete Streets Policy update, and sponsors will be required to complete the revised version, available by May 1, 2022. CTAs must make checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to project nomination. For projects that have already submitted a Complete Streets checklist for prior cycles of regional discretionary funding, sponsors may be required to complete an updated checklist or

complete a second checklist review with their BPAC, as determined on a case-by-case basis by MTC staff.

- For projects eligible for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, the inputs necessary to assess the emissions benefits and cost-effectiveness of air quality improvements resulting from project implementation. Air quality calculation input forms are provided by project type on the OBAG 3 webpage (available at www.mtc.ca.gov/obag3) under "Partner Agency Resources."
- All projects selected by MTC for funding must provide a Resolution of Local Support, approved by the sponsor's governing body (template resolutions are available at <https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bayarea-grant-obag-3>).
- All projects selected by MTC for funding must submit a project application, through MTC's Fund Management System (FMS), including a copy of the approved Resolution of Local Support.

PDA Minimum Investments

CTA nomination lists must meet or exceed the minimum threshold established for PDA supportive investments. For the North Bay counties of Marin, Napa, Solano, and Sonoma, the overall PDA supportive nominations must total 50% or more of the CTA's total funding request for that county. For the remaining counties of Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara, 70% or more of each CTA's funding request must consist of PDA supportive projects.

To be credited towards each county's PDA minimum investment threshold, a project must be located within or connected to a PDA, or be within one mile of a PDA boundary. Projects that are not physically located within one mile of a PDA but have a clear and direct connection to PDA implementation, such as transit maintenance facility improvements, may also be credited towards the PDA minimum investment thresholds. Determinations for such projects will be provided by MTC staff on a case-by-case basis.

Projects which consist of countywide programs or activities, including funds dedicated to CTA planning and programming, are given partial credit towards each county's minimum investment threshold calculations (70% or 50%, in line with each county's minimum threshold).

Nomination Targets

County nomination targets establish the maximum funding request that each CTA may make through County & Local Program project nominations. Similar to prior OBAG cycles, these targets are based on population, recent housing production and planned growth, and housing affordability. However, the OBAG 3 nomination targets do not commit or imply a guaranteed share of funding to any individual county or jurisdiction.

To ensure a sufficient pool of projects for regional selection, MTC is soliciting nominations for 120% of the available funding capacity for the County & Local Program. Each CTA's nomination target is calculated as a percent share of this overall nomination total, using the following factors:

- **Population:** 50% of the nomination target is based on a county's share of the regional population, using 2021 population estimates from the California Department of Finance.

- **Housing Production:** 30% of the nomination target is based on a county's share of regional housing production during the current and previous Regional Housing Needs Allocation (RHNA) cycles (2007 to 2019), using building permit data compiled by the Association of Bay Area Governments (ABAG).
- **Planned Growth:** 20% of the nomination target is based on a county's share of regional housing allocations through the 2023-31 RHNA cycle.
- **Housing Affordability:** For housing production and RHNA factors, 60% of each factor is calculated based on the production or planned growth in affordable housing alone, while the remaining 40% considers all housing types. Affordable housing is defined as housing for very low-, low-, or moderate-income households, categories established by the California Department of Housing and Community Development (HCD) based on housing cost as a proportion of local area median income (AMI). For the purposes of calculating nomination targets, county-specific AMI values are used.
- **Planning and Implementation Balance:** Nomination targets may be further adjusted to ensure that no county receives a nomination target below the base planning amount programmed for that county. No such adjustments were necessary in developing the proposed nomination targets for OBAG 3.

The resulting nomination targets are detailed in the table below by county. CTAs may only nominate County & Local Program projects up to the target amounts listed below.

| County | CTA | Nomination Share | Nomination Target |
|---|--|------------------|----------------------|
| Alameda | Alameda County Transportation Commission | 20.3% | \$82,827,000 |
| Contra Costa | Contra Costa Transportation Authority | 13.9% | \$56,775,000 |
| Marin | Transportation Authority of Marin | 2.8% | \$11,544,000 |
| Napa | Napa Valley Transportation Authority | 1.5% | \$6,143,000 |
| San Francisco | San Francisco County Transportation Authority | 15.2% | \$62,138,000 |
| San Mateo | City/County Association of Governments of San Mateo County | 9.1% | \$37,054,000 |
| Santa Clara | Santa Clara Valley Transportation Authority | 26.8% | \$109,385,000 |
| Solano | Solano Transportation Authority | 4.7% | \$19,159,000 |
| Sonoma | Sonoma County Transportation Authority | 5.6% | \$22,975,000 |
| CTA Nomination Totals (120% available funds) | | | \$408,000,000 |
| Funds Available (County & Local Program) | | | \$340,000,000 |

In addition, CTAs are encouraged (but not required) to submit project nomination lists that align with the following regionwide County & Local Program funding targets and constraints:

- **Active Transportation Investment Target:** OBAG 3 establishes a regionwide target of \$200 million for active transportation projects, including bicycle, pedestrian, and Safe Routes to School (SRTS) programs and projects. Bicycle and pedestrian elements included on projects that are not

solely focused on active transportation (such as sidewalk or bike lane improvements included in a local road preservation project) also contribute to this regionwide investment target.

- **SRTS Investment Target:** OBAG 3 carries forward ongoing commitments to SRTS programming, by establishing a \$25 million regionwide target for SRTS programs and projects. Qualifying projects also contribute to the broader active transportation investment target described above.
- **Fund Source Eligibility:** Fund source targets for the County & Local Program are proportional to the overall composition of OBAG 3 funding, estimated to be 60% Surface Transportation Block Grant Program (STP) funds and 40% CMAQ funds. As CMAQ is the more restrictive fund source, in effect this constraint requires that at least 40%, or \$150 million, of County & Local Program funds be allocated to CMAQ-eligible projects.

Outreach Requirements

MTC partners with CTAs to conduct public engagement and local agency outreach for the County & Local Program call for projects, consistent with Title VI of the Civil Rights Act and associated federal requirements. The existing relationships CTAs have with local jurisdictions, elected officials, transit agencies, federally-recognized Tribal governments, community organizations and stakeholders, and members of the public within their respective counties make them well suited to assist MTC in this role.

CTAs should develop outreach plans consistent with this section, and each CTA must have their plan approved by MTC staff prior to initiating the call for projects activities in their respective county. In addition, CTAs are required to submit documentation to MTC demonstrating compliance with this section during the project nomination process. A list of acceptable outreach compliance documentation can be found below (page 7).

Public Engagement

As part of their call for projects process, CTAs are required to conduct countywide outreach and engagement with stakeholders and the public to solicit project ideas. CTAs are expected to implement their public outreach and engagement efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 4174), which can be found at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>. CTAs should make every effort to follow current best practices related to virtual and in-person public participation, outreach, and engagement. CTAs should also make meaningful efforts to lower participation barriers for hard-to-reach populations, Limited English Proficient (LEP) speakers, people with disabilities, and those who are historically challenged from weighing in on public decision making processes.

At a minimum, MTC and CTAs are required to:

- Execute effective and meaningful local outreach and engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, other relevant stakeholders, and the public through the project solicitation process;
- Explain the local call for projects process, informing stakeholders and the public about methods for public engagement; relevant key milestones; the timing and opportunities for

public comments on project ideas, including all standing public meetings and any County & Local Program call for projects-specific events and/or meetings; and when decisions are to be made on the list of projects to be submitted to MTC;

- Hold public meetings and/or workshops at times that are conducive to public participation to solicit public input on project ideas to submit;
- When possible, schedule meetings/events at times and locations that prioritize participation from Equity Priority Communities and other communities that have historically been systematically left out of the decision-making process;
- Post notices of public meetings and hearing(s) on their agency website; include information on how to request language assistance for individuals with limited English proficiency, as well as reasonable accommodations for persons with disabilities. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations at mtc.ca.gov/about-mtc/public-participation/get-language-assistance or the Americans with Disabilities Act;
- Offer language assistance¹ and accommodations for people with disabilities on all collateral materials and meeting notices. Establish a reasonable amount of time to request assistance in advance and include this information in materials and meeting notices;
- Hold in-person public meetings, when health protocols allow for in-person meetings to be safely held, in central locations that are accessible via multiple transportation modes, especially public transit, and ensure all locations are accessible to persons with disabilities; and
- Respond to written public comments, and whenever possible, post all written comments to the agency's website and summarize how public feedback impacted the decision-making process.

CTAs with recent public engagement efforts relevant to the County & Local Program call for projects are encouraged to incorporate the results of these efforts into their project prioritization process, provided that such efforts are:

- Completed recently or concurrently (up to 12 month prior to the County & Local Program call for projects, with older but relevant outreach considered by MTC staff on a case-by-case basis);
- Sufficiently comprehensive to determine public support and priorities for transportation project types eligible for funding under OBAG 3 (for example, development of a Countywide Transportation Plan or Countywide Capital Improvement Program);
- Conducted in an accessible, equitable manner consistent with federal Title VI nondiscrimination requirements; and

¹ The Regional Housing Technical Assistance program has developed a useful reference document that outlines best practices for offering language translation services:
https://abag.ca.gov/sites/default/files/documents/2021-11/Best_Practices_Multilingual_Engagement_10-2021.pdf.

- Supplemental to other, dedicated opportunities for public input on OBAG 3 County & Local Program funding specifically that meet the minimum outreach requirements detailed in the paragraph above.

Agency Coordination

CTAs are expected to work closely with regional stakeholders during the call for project process, including MTC, Caltrans, and potential project sponsors. At a minimum, MTC and CTAs are required to communicate the call for projects and solicit applications from all local jurisdictions, transit agencies, and federally recognized Tribal governments within their county boundaries. For counties with federally recognized Tribal governments within their jurisdictions, MTC and CTAs are required to offer opportunities for government-to-government consultation to the Tribes.

Title VI Responsibilities

Call for projects processes must be consistent with Title VI of the Civil Rights Act, and the associated Executive Order on Environmental Justice (EO 12898), which together prohibit discrimination in federally-assisted programs on the basis of race, ethnicity, or income. Public outreach to, and involvement of, individuals in low income and communities of color covered under Title VI is critical to both local and regional decisions. MTC and CTAs are required to ensure that underserved communities are provided opportunities for access and input to the project submittal process. This may include, but is not limited to, the following:

- Assisting community-based organizations, Equity Priority Communities, and any other underserved community interested in having projects submitted for funding; and
- Removing barriers for persons with limited-English proficiency and other communities that have historically been systematically left out of the decision-making process to have access to the project submittal process.

Resources and Documentation

CTAs may refer to MTC's Public Participation Plan for further guidance on Title VI outreach strategies, found at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>. Additional resources related to Title VI, civil rights compliance, and virtual participation are available from these agencies:

- FHWA at <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>;
- Caltrans at http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI;
- MTC at http://www.mtc.ca.gov/get_involved/rights/index.htm; and
- ABAG webinar: "Engage How To! Introduction to Remote Meeting Tools" at <https://abag.ca.gov/our-work/housing/regional-housing-technical-assistance/training>

Additionally, CTAs are encouraged to use the following resources to source MTC pre-approved consultant services for their outreach efforts:

- **Equity Consultant Bench:** for general support with outreach activities, available at https://mtc.ca.gov/sites/default/files/documents/2021-07/Equity_Bench_Consultant_Catalog_2021.pdf; and
- **Translation and Interpreter Services Consultant Bench:** for translation, interpretation, and American Sign Language (ASL) services to ensure meaningful access by Limited English Proficiency (LEP) populations (as required under Title VI) and provide accessibility

accommodations (as required by the Americans with Disabilities Act), available at <http://mtc.legistar.com/gateway.aspx?M=F&ID=5b527bad-4840-4614-8ce8-72d94770e4e6.pdf>.

Both consultant benches include consultant firms pre-qualified by MTC through Request for Qualifications (RFQ) processes which included “Cooperative Use” language, allowing other agencies to use MTC’s processes to satisfy their own contracting and procurement guidelines.

To demonstrate compliance with outreach requirements, CTAs are required to submit the following documentation to MTC staff by September 30, 2022:

- A copy of the CTA’s public outreach and engagement plan, developed in coordination with MTC;
- Copies or text of public notice(s) of opportunities for members of the public to provide input on County & Local Program criteria and/or project nominations, which must include information on how to request language assistance and accessibility accommodations;
- A list of CBOs or other organizations representing potentially impacted groups that the CTA contacted for input on the County & Local Program;
- Dates, times, and locations of public meetings, hearings, and/or workshops where opportunity for public input on the County & Local Program was afforded;
- A summary of public input received during the call for projects process, and how such feedback, and the results of any relevant prior outreach, was used in the CTA evaluation and decision-making process;
- A description of correspondence and/or meetings with all applicable local jurisdictions, transit agencies, and federally-recognized tribal governments informing each of the call for projects opportunity; and
- If information from prior or concurrent outreach efforts was incorporated into the CTA’s call for projects process, a narrative description of these efforts, how the results informed project prioritization, and how the CTA met the minimum public involvement requirements for the OBAG 3 call for projects described above.

County Screening and Evaluation

CTAs, in coordination with MTC, will solicit and collect project applications, screening applicants and projects for program eligibility, and initial scoring and/or ranking of projects. CTAs will develop individual application materials, deadlines, and processes for their county’s call for projects, consistent with these overall program guidelines and subject to approval by MTC staff. At minimum, CTAs must incorporate the following regional criteria into their project evaluations.

- **Eligibility:** CTAs should screen potential sponsors and applications for eligibility with federal and regional requirements. Projects must be:
 - Eligible for STP or CMAQ funds, as detailed in 23 USC Sec. 133 and at <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm> (STP), and in 23 USC Sec. 149 and at http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/ (CMAQ);
 - Consistent with *Plan Bay Area 2050*, available at <https://www.planbayarea.org/>; and

- Meet all OBAG 3 programming policy requirements described in these guidelines and in MTC Resolution 4505.
- **Alignment:** CTAs should evaluate projects for alignment with relevant federal and regional plans and policies. Additional weight should be given to projects that:
 - Are located in PDAs or Transit-Rich Areas (TRAs), identified in locally-adopted plans (e.g. Specific Plans) for PDAs, or support preservation of Priority Production Areas (PPAs), as defined in Chapter 1 of *Plan Bay Area 2050* and available for viewing or download at <https://opendata.mtc.ca.gov/datasets/MTC::plan-bay-area-2050-growth-geographies/about>;
 - Invest in historically underserved communities, which may include projects prioritized in a Community-Based Transportation Planning (CBTP) or Participatory Budgeting process, or projects located within Equity Priority Communities with demonstrated community support. Equity Priority Communities are defined in Chapter 1 *Plan Bay Area 2050* and described at <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>;
 - Are located in jurisdictions with affordable housing protection, preservation, and production strategies, including an emphasis on community stabilization and anti-displacement policies with demonstrated effectiveness;
 - Implement multiple *Plan Bay Area 2050* strategies, described throughout the Plan (in particular, Chapters 2-5), or implementation actions (Chapter 7);
 - Advance Federal Performance Management Goals for safety, asset management, environmental sustainability and system performance, as detailed in 23 USC Sec. 105(b) and at <https://www.fhwa.dot.gov/tpm/about/goals.cfm>;
 - Demonstrate consistency with one or more of the following regional plans and policies:
 - Regional Safety/Vision Zero Policy (MTC Resolution No. 4400): <https://mtc.ca.gov/tools-resources/digital-library/10a-20-0788-resono-4400-regional-safety-vz-policy.pdf>
 - Equity Platform: <https://mtc.ca.gov/about-mtc/what-mtc/equity-platform>
 - Regional Active Transportation Plan (in development): <https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan>
 - Transit Oriented Communities Policy (update pending): <https://mtc.ca.gov/planning/land-use/transit-oriented-development-tod-policy>
 - Blue Ribbon Transit Transformation Action Plan: [https://mtc.ca.gov/sites/default/files/documents/2021-09/Transit Action Plan 1.pdf](https://mtc.ca.gov/sites/default/files/documents/2021-09/Transit%20Action%20Plan%201.pdf)
- **Community Support:** CTAs must prioritize project applications with demonstrated public support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low-income and communities of color. Community support may be determined through a variety of means, including (but not limited to):
 - Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, etc.; and

- Endorsement by a Community-Based Organization (CBO) representing historically and potentially impacted populations.
- **Deliverability:** CTAs must evaluate applicants and projects for potential deliverability issues, deprioritizing or excluding projects as needed based on risk. CTAs should ensure that project sponsors have sufficient agency capacity and technical expertise to complete projects in accordance with MTC's Regional Project Delivery Policy (available at <https://mtc.ca.gov/funding/federal-funding/project-delivery>) and meet OBAG 3 deadlines. Project sponsors must be able to obligate OBAG 3 funds no later than January 31, 2027.

CTA project evaluation criteria must be approved by both MTC staff and the CTA's governing board prior to initiating the call for projects activities in their respective county. CTAs may develop separate evaluation frameworks by project type, but each such framework must meet the requirements of this section.

Project Nominations

After completing initial project screening and evaluations, CTAs will submit project nominations and associated documentation to MTC for regional evaluation and project selection. Nomination lists must be approved by the CTA's governing board prior to submission to MTC. CTA project nomination packets are due to MTC by September 30, 2022, and must include the following elements:

- **Nomination List:** list(s) of eligible candidate projects for the OBAG 3 County & Local Program, ranked or scored according to the evaluation criteria developed by the CTA and approved by MTC staff. Nomination lists must comply with all OBAG 3 programming policies, including sponsor and project requirements, PDA minimum investments, and CTA nomination targets.
- **Board Approval:** signed resolution documenting CTA governing board action approving the County & Local Program project nomination list.
- **Outreach Documentation:** materials verifying CTA compliance with outreach requirements as described above.
- **Compliance Checklists:** completed checklists and supporting documentation affirming compliance with County & Local Program programming policies for both the CTA and each sponsor with a project on the nomination list. Checklists should be completed by the CTA, and must be signed by a signatory authority for the concerned agency. CTA and sponsor checklists are provided through the OBAG 3 webpage (available at www.mtc.ca.gov/obag3) under "Partner Agency Resources."

Regional Project Evaluation

Using the nomination packets provided by the CTAs, MTC staff will form a review committee composed of multidisciplinary group of staff members to complete a regional project evaluation process and develop a recommended subset of projects for adoption by the Commission. This process will consist of the following steps:

- **Eligibility Review:** MTC staff will review submitted documentation and ensure CTA, sponsor, and project compliance with applicable federal and regional policies. Any issues identified will be

communicated to CTA staff, and projects with unresolved issues will be excluded from further consideration.

- **Regional Criteria:** members of the review committee will score projects using the following rubric:
 - CTA Prioritization (75 points): relative CTA project rank or score, scaled to a range of 0-75 and normalized across CTAs.
 - Regional Impact (15 points): project alignment with *Plan Bay Area 2050* strategies, anticipated effectiveness in advancing regional objectives, and contribution to regionally significant networks or facilities.
 - Deliverability (10 points): sponsor capacity to deliver the specified project, including consideration of prior performance on MTC-funded projects, and any anticipated risk to the project development schedule or funding plan.
 - Air Quality Improvement (10 points): for CMAQ-eligible projects relative cost-effectiveness of projects in reducing emissions for criteria air pollutants for the San Francisco Bay Area Air Basin and additional consideration for PM2.5 reducing projects.
- **Project Ranking Process:** candidate projects will be ranked according to their average review committee score. To ensure that high performing air quality improvement projects are prioritized for CMAQ funding, MTC staff will first develop a recommended list of eligible projects for CMAQ funding using the comprehensive rubric rankings (all eligible projects scored with a maximum possible score of 110 points and ranked from highest to lowest score). All remaining projects, including CMAQ-eligible projects not recommended for funding using this first method, will then be ranked with the air quality improvement portion of the rubric score excluded (all remaining projects scored with a maximum possible score of 100 points and ranked from highest to lowest score). The latter rankings will be used by MTC staff to develop a recommended list of projects for STP funding.
- **Program Balancing:** candidate projects will be initially prioritized according to their ranking as described above. However, to achieve programmatic investment thresholds, and ensure a balanced program of projects, MTC staff may adjust project prioritization based on the following factors:
 - County PDA investment targets;
 - Regionwide investment targets, including Active Transportation and SRTS investments;
 - Relative STP and CMAQ availability; and
 - Overall program balancing for a variety of project types, equitable investments, and geographic spread.

Using this process, MTC staff will develop a draft program of recommended projects for Commission adoption. MTC staff will coordinate with CTA staff to provide comments and feedback on the draft program of projects, and may refine the recommended program of projects accordingly.

Program Approval

The Commission will consider the recommended OBAG 3 County & Local Program projects in January 2023. Projects approved by the Commission for funding will be eligible for programming into the TIP

starting in February 2023. Approved County & Local Program projects and any subsequent revisions by the Commission will be detailed in Attachment B-2.

Projects nominated by CTAs but not selected for funding by the Commission will automatically be considered for future eligible funding opportunities through the OBAG 3 Regional Program, or as additional programming capacity becomes available for the County & Local Program.

Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
December 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 09/27/23-C 10/25/23-C 11/22/23-C 12/20/23-C

OBAG 3 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | Total STP/CMAQ | Total Other |
|---|---------|----------------------|---------------------|
| OBAG 3 REGIONAL PROGRAMS | | \$380,950,000 | \$84,700,000 |
| 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/STA: 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/STA: 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 | | \$22,750,000 | \$2,250,000 |
| 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 Plan | 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 | | | |
| Electric Bikeshare: Bay Wheels Bikeshare E-bike Expansion | MTC | \$3,460,000 | \$15,940,000 |
| Bikeshare Station Siting - Oakland | MTC | | \$150,000 |

Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
December 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 09/27/23-C 10/25/23-C 11/22/23-C 12/20/23-C

OBAG 3 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | Total STP/CMAQ | Total Other |
|--|------------|---------------------|---------------------|
| OBAG 3 REGIONAL PROGRAMS | | | |
| Bikeshare Station Siting - Berkeley, Emeryville, San Francisco, San Jose | MTC | | \$150,000 |
| Marketing for Bikeshare E-bike Expansion Launch | MTC | | \$150,000 |
| Membership Incentives for Bikeshare E-bike Expansion Launch | MTC | | \$150,000 |
| Charging Infrastructure: Regional Technical Assistance Program | TBD | | \$20,000,000 |
| Charging Infrastructure: Transit Station Public Charging Program | TBD | | \$10,000,000 |
| Local Public Fleet Electrification: Planning Assistance | MTC | \$10,000,000 | |
| Planning & Program Strategy: Local Action Planning | MTC | \$4,500,000 | |
| Planning & Program Strategy: Regional Program Strategy | MTC | \$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 Program Implementation | MTC | | \$1,500,000 |
| PCA Grant Program Balance | TBD | \$16,500,000 | |
| 3. CLIMATE, CONSERVATION, AND RESILIENCE | | \$79,960,000 | \$78,040,000 |
| 4. COMPLETE STREETS AND COMMUNITY CHOICE | | | |
| Healthy, Safe, and Sustainable Streets | | | |
| Regional Vision Zero/Safety Program | | | |
| Local Roadway Safety Plan Development & TA Balance | MTC | \$2,720,000 | |
| CCTA: Local Roadway Safety Plan Development | MTC | \$630,000 | |
| NVTA: Local Roadway Safety Plan Development | MTC | \$250,000 | |
| C/CAG: Local Roadway Safety Plan Development | MTC | | \$400,000 |
| Bay Area Vision Zero Data System | MTC | \$2,000,000 | |
| Regional Safety Program Coordination and Outreach | MTC | \$2,000,000 | |
| Regional Pavement & Asset Management Program | | | |
| Pavement Technical Assistance Program (PTAP) | MTC | \$10,000,000 | |
| Pavement Management Program (PMP) | MTC | \$3,000,000 | |
| Regional Active Transportation Plan (AT Plan) Implementation | | | |
| Active Transportation Technical Assistance Program | | | |
| Active Transportation Program (ATP) Application Assistance | MTC | | \$300,000 |
| Active Transportation Workshops (Added) | MTC | \$1,000,000 | |
| El Cerrito: BART to Bay Trail Connector (Added) | MTC | | \$40,000 |
| El Cerrito: South El Cerrito Safe Routes to School (Added) | MTC | | \$40,000 |
| Mountain View: Evelyn Avenue Bikeway, Franklin to Bernardo (Added) | MTC | | \$40,000 |
| Napa Valley Vine Trail Coalition: NVVT Gap Closure North to S Napa County (Added) | MTC | | \$40,000 |

Attachment B-1
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OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
December 2023

MTC Res. No. 4505 Attachment B-1

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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 09/27/23-C 10/25/23-C 11/22/23-C 12/20/23-C

OBAG 3 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | Total STP/CMAQ | Total Other |
|---|------------|----------------------|---------------------|
| OBAG 3 REGIONAL PROGRAMS | | | |
| | | \$380,950,000 | \$84,700,000 |
| <u>Oakland: Doolittle Drive Bay Trail Gap Closure (Added)</u> | MTC | | \$40,000 |
| <u>Orinda: Wilder/Downtown Class 1 Multi-use Path Development Project (Added)</u> | MTC | | \$40,000 |
| <u>Petaluma: Lakeville Corridor Multi-Modal Improvements Study (Added)</u> | MTC | | \$40,000 |
| <u>Pleasant Hill: Monument Boulevard Active Transportation Corridor (Added)</u> | MTC | | \$40,000 |
| <u>Rohnert Park: Hwy 101 Bike/Ped Overcrossing at Copeland Creek (Added)</u> | MTC | | \$40,000 |
| <u>San Bruno: San Bruno Avenue Complete Streets Project (Added)</u> | MTC | | \$40,000 |
| <u>San Mateo County: Midcoast Multimodal Parallel Trail Gap Closure (Added)</u> | MTC | | \$40,000 |
| <u>Santa Clara: De La Cruz Blvd, Lick Mill Blvd, and Scott Blvd Bike Projects (Added)</u> | MTC | | \$40,000 |
| <u>Union City: UC Blvd, Bay Trail Connect/ Ala Creek Trail to Dry Creek Park (Added)</u> | MTC | | \$40,000 |
| <u>Vallejo: Mare Island Causeway Complete Street (Added)</u> | MTC | | \$40,000 |
| <u>Quick Build Delineators to Complete 11 Class IV Bikeways (Added)</u> | San Jose | \$200,000 | |
| <u>Deployment of Quick Build Low-Stress Bicycle Facilities (Added)</u> | Santa Rosa | \$200,000 | |
| Active Transportation Technical Assistance Program Balance (Revised) | MTC | \$2,740,000 | |
| 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 | |
| <u>Bay Skyway: Yerba Buena Island Multi-Use Path (Removed)</u> | SFCTA | \$4,100,000 | |
| <u>SFMTA Light Rail Vehicles (for YBI MUP and Related Roadway Imps) (Added)</u> | SFMTA | \$4,100,000 | |
| Regional AT Plan Implementation Balance | TBD | \$1,500,000 | |
| Community Choice | | | |
| Community-Based Transportation Plans (CBTPs) | | | |
| ACTC: Community-Based Transportation Plans | MTC | \$600,000 | |
| CCTA: Community-Based Transportation Plans | MTC | \$450,000 | |
| TAM: Community-Based Transportation Plans | MTC | \$150,000 | |
| NVTA: Community-Based Transportation Plans | MTC | \$150,000 | |
| SFCTA: Community-Based Transportation Plans | MTC | | \$370,000 |
| C/CAG: Community-Based Transportation Plans | MTC | | \$245,000 |
| VTa: Community-Based Transportation Plans | MTC | | \$600,000 |
| STA: Community-Based Transportation Plans | MTC | | \$190,000 |
| SCTA: Community-Based Transportation Plans | MTC | | \$245,000 |
| Community Action Resource and Empowerment (CARE) Program | | | |
| Engagement, TA, Capacity Building for CBTPs and CARE | MTC | | \$1,500,000 |
| CARE Unprogrammed Balance | TBD | \$13,500,000 | |
| 4. COMPLETE STREETS AND COMMUNITY CHOICE | | \$49,590,000 | \$4,410,000 |
| 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 | \$10,200,000 | |
| 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 | |

Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
December 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 09/27/23-C 10/25/23-C 11/22/23-C 12/20/23-C

OBAG 3 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | Total STP/CMAQ | Total Other |
|--|---------------|----------------------|---------------------|
| OBAG 3 REGIONAL PROGRAMS | | \$380,950,000 | \$84,700,000 |
| Connected Bay Area | MTC | \$24,400,000 | |
| Incident Management | MTC | \$4,000,000 | |
| 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 | | \$163,100,000 | |
| NON-FEDERAL ADJUSTMENT | | \$16,050,000 | |
| OBAG 3 REGIONAL PROGRAMS | TOTAL: | \$380,950,000 | \$84,700,000 |

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4505_ongoing_OBAG3\[tmp-4505_Attachment-B-1_Dec.xlsx]Dec 2023

Attachment B-2
MTC Resolution No. 4505
OBAG 3 County & Local Programs
FY 2022-23 through FY 2025-26
December 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 12/20/23-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 | |

Attachment B-2
MTC Resolution No. 4505
OBAG 3 County & Local Programs
FY 2022-23 through FY 2025-26
December 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 12/20/23-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 | |
| SAN FRANCISCO COUNTY | | | |
| CTA Planning Activities | | | |
| Planning Activities Base | MTC | \$3,624,000 | |
| Planning Activities Supplemental | SFCTA | \$789,000 | \$1,411,000 |
| County/Local Program | | | |
| Elevator Modernization, Phase 1.3 (Revised) | BART | \$6,078,460 | |
| Regional Carpool/Vanpool (for BART Elevator Modernization Phase 1.3) (Revised) | MTC | \$7,221,540 | |
| Yerba Buena Island Multi-use Pathway and Related Roadway Imps (Revised) | SFCTA | \$2,250,000 | |
| SFMTA Light Rail Vehicles (for SFCTA YBI MUP and Related Imps) (Added) | SFMTA | \$750,000 | |
| 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 | 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 | 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 | 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 | |

Attachment B-2
MTC Resolution No. 4505
OBAG 3 County & Local Programs
FY 2022-23 through FY 2025-26
December 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 12/20/23-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 | |
| 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 |
| SONOMA COUNTY | | | |
| CTA Planning Activities | | | |
| Planning Activities Base | MTC | \$3,446,000 | |
| Planning Activities Supplemental | SCTA | | \$2,229,000 |
| County/Local Program | | | |
| Grove Street Neighborhood Plan Implementation | Healdsburg | \$2,217,000 | |
| Hwy 101 Bike/Ped Overcrossing at Copeland Creek | Rohnert Park | \$3,350,000 | |
| Downtown Connectivity for Housing Density Intensification | Santa Rosa | \$2,588,000 | |
| Hwy 101 Hearn Ave Multi-Use Pathway and Pavement Rehab | Santa Rosa | \$1,321,000 | |
| SRTS Non-Infrastructure Program | SCTA | \$1,910,000 | |
| SMART Pathway: Great Redwood Trail – Santa Rosa | SMART | \$2,000,000 | |
| Todd Rd and Standish Ave Intersection Improvements | Sonoma County | \$2,200,000 | |
| Downtown Bike/Ped US 101 Crossing - Underpass Widening | Windsor | \$2,000,000 | |
| SONOMA COUNTY | | \$21,032,000 | \$2,229,000 |
| OBAG 3 COUNTY & LOCAL PROGRAMS | TOTAL: | \$368,323,000 | \$14,677,000 |

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

| | | | | | |
|----------------------|--|----------------------|---|---------------------------------------|--|
| File #: | 23-1440 | Version: | 1 | Name: | |
| Type: | Resolution | Status: | | Consent | |
| File created: | 11/3/2023 | In control: | | Programming and Allocations Committee | |
| On agenda: | 12/13/2023 | Final action: | | | |
| Title: | MTC Resolution Nos. 4519, Revised, and 4529, Revised. An update to the Transit Transformation Action Plan Program of Projects to program approximately \$1.8 million in State Transit Assistance (STA) Population-Based Funds to the Mapping & Wayfinding Standards project and \$25,000 in STA Revenue-Based Exchange Funds to support Transit Priority activities. Update to Attachment A of MTC Resolution No. 4529 to clarify eligible activities for the November 2023 allocations to AC Transit and BART, and to allocate \$25,000 to support Transit Priority activities. | | | | |

Sponsors:

Indexes:

Code sections:

Attachments: [8i 23-1440 Summary Sheet Transit Transformation Action Plan.pdf](#)
[8i 23-1440 MTC Resolution 4519.pdf](#)
[8i 23-1440 MTC Resolution 4529.pdf](#)
[2h 23-1440 Summary Sheet Transit Transformation Action Plan.pdf](#)
[2h 23-1440 MTC Resolution 4519.pdf](#)
[2h 23-1440 MTC Resolution 4529.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

MTC Resolution Nos. 4519, Revised, and 4529, Revised. An update to the Transit Transformation Action Plan Program of Projects to program approximately \$1.8 million in State Transit Assistance (STA) Population-Based Funds to the Mapping & Wayfinding Standards project and \$25,000 in STA Revenue-Based Exchange Funds to support Transit Priority activities. Update to Attachment A of MTC Resolution No. 4529 to clarify eligible activities for the November 2023 allocations to AC Transit and BART, and to allocate \$25,000 to support Transit Priority activities.

Presenter:

Allison Quach

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****December 13, 2023****Agenda Item 2h - 23-1440****MTC Resolution Nos. 4519, Revised, and 4529, Revised**

Subject:

An update to the Transit Transformation Action Plan Program of Projects to program approximately \$1.8 million in State Transit Assistance (STA) Population-Based Funds to the Mapping & Wayfinding Standards project and \$25,000 in STA Revenue-Based Exchange Funds to support Transit Priority activities. Update to Attachment A of MTC Resolution No. 4529 to clarify eligible activities for the November 2023 allocations to AC Transit and BART, and to allocate \$25,000 to support Transit Priority activities.

Background:

In September 2021, the Commission received and accepted the Blue Ribbon Transit Recovery Task Force's 27-point Transit Transformation Action Plan (Action Plan). The Action Plan sets a course for accelerating the Bay Area's transit network transformation while integrating with recovery actions that are on-going in the wake of the pandemic.

In June 2022, the Commission endorsed a Blue Ribbon Funding Framework, Program of Projects, and programmed approximately \$117 million to support implementation of the Action Plan. The \$117 million is comprised of \$85 million in Blue Ribbon funding (via MTC Resolution No. 4519) and \$31.6 million in OBAG 3 funding (via MTC Resolution No. 4505, Revised).

In October 2022, the Commission programmed \$4 million in funding to transit operators, available over three years, to help provide staffing to deliver key initiatives identified in the Action Plan. In March 2023, the Commission updated the Transit Transformation Action Plan Program of Projects to reflect the programming of approximately \$1.8 million to AC Transit and \$2.2 million to BART for staff support of the delivery of Action Plan Priorities.

In November 2023, the Commission established the STA Revenue-Based Exchange Fund (via MTC Resolution No. 4529) and allocated funds to AC Transit and BART for staff support of Action Plan delivery.

Transit Transformation Action Plan Programming and Allocation Update:

The \$85 million in near-term Blue Ribbon funding comes from a commitment made by the Commission during the programming of American Rescue Plan (ARP) federal COVID-relief funds. The Blue Ribbon Action Plan Program of Projects, Attachment B, identifies the programmed amounts for each of the five initiatives plus staffing support. Specific programming actions within each initiative are being brought to the Commission as projects are ready to move forward.

This month's action:

- Programs an additional \$1,785,860 in State Transit Assistance (STA) Population-Based funds to the Mapping & Wayfinding Standards project (Action Plan Actions #4-5);
- Programs and allocates \$25,000 in STA Revenue-Based Exchange Funds to support Transit Priority activities; and
- Clarifies eligible activities for the November 2023 STA Revenue-Based Exchange Fund allocations to AC Transit and BART.

Issues:

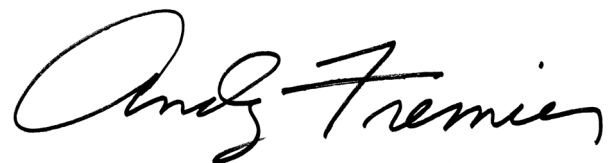
None.

Recommendations:

Refer MTC Resolution Nos. 4519, Revised, and 4529, Revised, to the Commission for approval.

Attachments:

- MTC Resolution No. 4519, Revised
- MTC Resolution No. 4529, Revised



Andrew B. Fremier

Date: June 22, 2022
W.I.: 1517
Referred by: Programming and Allocations (PAC)
Revised: 10/26/22-C
03/22/23-C
11/15/23-C
12/20/23-C

ABSTRACT
MTC Resolution No. 4519

This resolution adopts the Blue Ribbon Transit Transformation Action Plan Funding Framework and the Blue Ribbon Program of Projects.

The resolution contains the following attachments:

Attachment A – Blue Ribbon Transit Transformation Action Plan Funding Framework
Attachment B – Blue Ribbon Transit Transformation Action Plan Program of Projects

On October 26, 2022, Attachment B was revised to reflect updated programming of funds to Transit Transformation Action Plan projects and to program State Transit Assistance Population-Based funds to 22 transit operators for their participation in the Clipper® BayPass pilot program (Institutional Pass Pilot).

On March 22, 2023 Attachment B was revised to reflect updated programming of funds to AC Transit and BART for transit operator staff support for the delivery of the Transit Transformation Action Plan.

On November 15, 2023 Attachment B was revised to program an additional \$1 million in State Transit Assistance (STA) Population-Based funds for Fare Coordination/Integration projects and to deprogram \$315,000 in STA Revenue-Based Exchange funds not currently required to support initiatives in the Transit Planning category.

On December 20, 2023, Attachment B was revised to program an additional \$1,785,860 in STA Population-Based funds for the Mapping and Wayfinding Standards and \$25,000 in STA Revenue-Based Exchange Funds to support Transit Priority activities.

Further information is contained in memorandum to the Programming and Allocations Committee Summary Sheets dated June 8, 2022, October 12, 2022, March 8, 2023, and November 8, 2023, and December 13, 2023.

Date: June 22, 2022
W.I.: 1514
Referred by: PAC

RE: Adoption of the Blue Ribbon Transit Transformation Action Plan Funding Framework and
Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4519

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

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, MTC convened the Blue Ribbon Transit Recovery Task Force (Task Force) to respond to the COVID-19 pandemic; and

WHEREAS, the Task Force developed and endorsed the Transit Transformation Action Plan (Action Plan) in July 2021 and the Action Plan was received and accepted by MTC in September 2021; and

WHEREAS, the Action Plan identifies near-term actions needed to achieve a more connected, efficient, and user-focused mobility network across the Bay Area and beyond; and

WHEREAS, the American Rescue Plan Act of 2021 (ARP) (H.R. 1319) was signed into law in response to the nationwide Coronavirus pandemic and provides supplemental appropriations for Emergency Transit Operations Assistance through the Federal Transit Administration (FTA) Section 5307 Urbanized Area and Section 5311 Rural Area formula programs; and

WHEREAS, MTC approved an ARP funding distribution policy in MTC Resolution No. 4481, which identified that a minimum of \$85 million in ARP funds “should support the

implementation of certain recommendations from the Blue Ribbon Transit Recovery Task Force”; and

WHEREAS, to best position Bay Area transit agencies to compete for additional FTA discretionary financial assistance, MTC distributed the reserved \$85 million in ARP funds to operators and in return transit operators agreed to collectively provide an equivalent amount in alternate near-term revenue sources to implement the Action Plan and recommendations from the Task Force; and

WHEREAS, MTC staff, in discussion with transit operators have identified the contribution amounts by operator or county and likely fund sources in Attachment A, Blue Ribbon Transit Transformation Action Plan Funding Framework, incorporated herein as though set forth at length, and MTC staff is working with transit operators to secure these funds; and

WHEREAS, the fund sources identified in Attachment A, Blue Ribbon Transit Transformation Action Plan Funding Framework, may be subject to change; and

WHEREAS, the initiatives and related programming amounts for each initiative are identified in Attachment B, Blue Ribbon Transit Transformation Action Plan Program of Projects, incorporated herein as though set forth at length; and

WHEREAS, each initiative identified in Attachment B, Blue Ribbon Action Plan Program of Projects will be comprised of one or more projects, which are or will be identified in Attachment B, Blue Ribbon Program of Projects; and

WHEREAS Attachment B, Blue Ribbon Transit Transformation Action Plan Program of Projects, will be revised to identify projects and programming amounts under the various initiative as projects are ready to proceed; and

WHEREAS, programming and allocations of funds related to each initiative and project identified in Attachment B, Blue Ribbon Transit Transformation Action Plan Program of Projects will be further subject to the program policies for each fund source, respectively; now therefore be it

RESOLVED, that MTC approves the Blue Ribbon Transit Transformation Action Plan Funding Framework as set forth in Attachment A of this Resolution; and be it further

RESOLVED, that MTC approves the Blue Ribbon Transit Transformation Action Plan Program of Projects and programming set forth in Attachment B of this Resolution; and be it further

RESOLVED, that the Executive Director or designee is authorized to revise the fund sources in Attachment A, Blue Ribbon Transit Transformation Action Plan Funding Framework; and be it further

RESOLVED, that the Executive Director or designee may make technical adjustments and other non-substantial revisions to Attachment A, Blue Ribbon Transit Transformation Action Plan Funding Framework and/or Attachment B, Blue Ribbon Transit Transformation Action Plan Program of Projects; and be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachment B, Blue Ribbon Transit Transformation Action Plan Program of Projects, to add projects and related programming under each initiative up to \$1,000,000; and be it further

RESOLVED, staff shall return to the Commission to revise this Resolution to add projects and related programming that exceed \$1,000,000.

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 22, 2022.

Attachment A: Blue Ribbon Transit Transformation Action Plan Funding Framework

I. Funding

This funding framework pertains to the \$85 million in funds anticipated to be available to support implementation of the Transit Transformation Action Plan (Action Plan). The Action Plan was developed as part of the Blue Ribbon Transit Recovery Task Force and sets a course for accelerating the Bay Area's transit network transformation while integrating with recovery actions that are on-going in the wake of the pandemic.

As part of the distribution of federal COVID relief funds provided through the American Rescue Plan Act (ARP), MTC initially set aside a minimum amount of \$85 million in ARP funding for the implementation of Blue Ribbon initiatives. In October 2021, to address and optimize transit operator funding opportunities at the Federal level, the \$85 million was directly distributed to transit operators and, in exchange, transit operators agreed to work with MTC staff to identify alternate near-term revenue sources. Transit operators and County Transportation Agencies, in the case of Sonoma and Solano, have agreed to provide funding in the respective amounts shown in Table 1 to support implementation of the Action Plan.

The \$85 million in funding is focused on three initiatives to accelerate transformation of the transit system for the benefit of transit customers in the San Francisco Bay Area and to support on-going transit recovery in the wake of the pandemic. These initiatives are Fare Coordination/Integration, Regional Mapping and Wayfinding (Customer Information), and Transit Priority on Roadways. The \$85 million is primarily intended to support near-term implementation activities for these initiatives. A smaller share of the funds is also available to support other initiatives coming out of the Action Plan and to provide staff resources for implementation.

More funding is needed to fully implement the three accelerated initiatives as well as other actions in the Action Plan. MTC will collaborate with partner agencies, including transit operators, to advocate for and secure other funds to implement the Action Plan.

Table 1: Funding Amounts by Operator

| Operator | Funding |
|-------------------------|----------------------|
| AC Transit | \$ 6,175,442 |
| ACE | \$ 335,130 |
| BART | \$ 30,908,967 |
| Caltrain | \$ 3,839,537 |
| CCCTA | \$ 548,920 |
| ECCTA | \$ 178,426 |
| GGBHTD | \$ 5,390,277 |
| LAVTA | \$ 535,322 |
| Marin Transit | \$ 243,613 |
| NVTA | \$ 216,814 |
| SamTrans | \$ 1,460,519 |
| SFMTA | \$ 26,921,813 |
| Solano County Operators | \$ 613,192 |
| Sonoma County Operators | \$ 868,262 |
| Union City Transit | \$ 42,344 |
| VTa | \$ 5,202,490 |
| WCCTA | \$ 270,627 |
| WETA | \$ 1,248,305 |
| Total | \$ 85,000,000 |

II. Fund Sources

MTC and transit operators have identified a variety of fund sources to fulfill the \$85 million funding commitment. These potential fund sources include, but are not limited to:

- Population-based State Transit Assistance (STA);
- Revenue-based STA;
- Federal Transit Administration funds through the Transit Capital Priorities; and
- Federal STP/CMAQ funds through One Bay Area Grant Programs.

The specific fund sources will be identified through programming actions contained in Attachment B, Blue Ribbon Action Plan Program of Projects, to this resolution. MTC and transit operators will continue to work together to secure funds to fulfill the \$85 million funding commitment. MTC will be able to independently program some of these fund sources while others will require additional coordination with and participation of transit operators.

Funding exchanges may be needed to implement the Blue Ribbon Action Plan Program of Projects. MTC will pursue funding exchanges, as necessary, to fulfill the \$85 million funding commitment.

III. Programming and Allocations Process

The Blue Ribbon Action Plan Program of Projects, Attachment B, identifies the programmed amounts for each initiative. Specific programming actions within each initiative will be taken as projects are ready to move forward. Should additional funding be secured to implement the projects identified in Attachment B, recommendations to shift funds between initiatives may be made based on project eligibility for different funding and overall needs of the Blue Ribbon Program.

Programming of funds, up to \$1 million, may be made through the Executive Director's Administrative Authority.

Additional actions may be needed following the adoption of the Blue Ribbon Program of Projects that are specific to the fund source assigned to a project. Project sponsors are responsible for ensuring completion and compliance with any additional actions needed to secure the funds identified for the project through this resolution in Attachment B.

A summary of subsequent actions necessary to obligate or encumber the expected fund sources is provided below. This information is not exhaustive and additional fund sources may be identified and incorporated into the Blue Ribbon Funding Plan at a future date. Project sponsors are responsible for complying with all policies related to the respective fund sources programmed to the project in Attachment B.

State Transit Assistance Funds:

An allocation request should be submitted to MTC by the project sponsor or subrecipients in order to encumber funds to the project. MTC Resolution No. 4524 allocates FY22-23 Population-based STA funds. MTC Resolution No. 4529 allocates revenue-based STA funds.

Federal Transit Administration (FTA) 5307 or 5311:

Following or concurrent with the programming through Attachment B, these funds must be programmed through the MTC Transit Capital Priorities Program. The project sponsor must

then add the funds to the Transportation Improvement Program (TIP) and, following approval of the TIP, submit a request to FTA for the funds.

Federal Transportation Program Funds—Surface Transportation Block Grant (STP) or Congestion Management and Air Quality Improvement (CMAQ) funds:

Along with the programming through Attachment B, these funds must be formally amended into the One Bay Area Grant Program. The project sponsor must then add the funds to the Transportation Improvement Program (TIP), and following approval of the TIP, submit a request to Caltrans for the funds. Caltrans will issue an authorization to proceed.

IV. Timely Use of Funds

Project sponsors shall adhere to the respective project delivery milestones, invoice, and funding expiration deadline, or other requirements of the funding received.

The Blue Ribbon funds are intended to support the near-term (approximately three years) implementation of Transit Transformation Action Plan. Should priorities or conditions change, or if a project is not ready to advance, funds may be reassigned to another project.

Blue Ribbon Transit Transformation Action Plan Program of Projects

| | | | | | | Fund Sources | | | | | |
|--|-----------------------|---------------------|--|-----------------------|---------------------------|-----------------------------------|---|------------------|------------|----------------|-------|
| Initiative | Action # ¹ | Sponsor | Project | Funding by Initiative | Total Project Programming | Population-based STA ² | STA Revenue-based STA Exchange ² | FTA Section 5307 | OBAG 2 | RM 2 Marketing | Notes |
| | | | | | | \$ 21,358,796 | \$ 49,101,973 | \$ 13,789,231 | \$ 750,000 | \$ 315,000 | |
| | | | | | | | | | | | |
| I. Fare Coordination/Integration (Actions 1-3) | | | | \$ 28,000,000 | | | | | | | |
| | 1a | MTC | Clipper® BayPass (Institutional Pass Pilot) | | \$ 6,000,000 | \$ 6,000,000 | | | | | |
| | | | AC Transit (Phase 1) | | | \$ 162,807 | | | | | |
| | | | BART (Phase 1) | | | \$ 1,089,451 | | | | | |
| | | | Caltrain (Phase 1) | | | \$ 231,748 | | | | | |
| | | | CCCTA (Phase 1) | | | \$ 7,637 | | | | | |
| | | | ECCTA (Phase 1) | | | \$ 5,000 | | | | | |
| | | | FAST (Phase 1) | | | \$ 5,001 | | | | | |
| | | | GGBHTD (Phase 1) | | | \$ 80,951 | | | | | |
| | | | LAVTA (Phase 1) | | | \$ 5,723 | | | | | |
| | | | Marin Transit (Phase 1) | | | \$ 8,049 | | | | | |
| | | | NVTA (Phase 1) | | | \$ 5,000 | | | | | |
| | | | Petaluma Transit (Phase 1) | | | \$ 5,000 | | | | | |
| | | | SamTrans (Phase 1) | | | \$ 35,138 | | | | | |
| | | | Santa Rosa CityBus (Phase 1) | | | \$ 5,000 | | | | | |
| | | | SFMTA (Phase 1) | | | \$ 444,908 | | | | | |
| | | | SMART (Phase 1) | | | \$ 9,242 | | | | | |
| | | | SolTrans (Phase 1) | | | \$ 7,561 | | | | | |
| | | | Sonoma County Transit (Phase 1) | | | \$ 5,000 | | | | | |
| | | | Union City Transit (Phase 1) | | | \$ 5,000 | | | | | |
| | | | Vacaville City Coach (Phase 1) | | | \$ 5,000 | | | | | |
| | | | VTA (Phase 1) | | | \$ 88,848 | | | | | |
| | | | WestCAT (Phase 1) | | | \$ 5,389 | | | | | |
| | | | WETA (Phase 1) | | | \$ 50,641 | | | | | |
| | | | Total Phase 1 Programming ⁴ | | | \$ 2,268,094 | | | | | |
| | | | Total Phase 2 Programming | | | \$ 1,000,000 | | | | | |
| II. Regional Mapping and Wayfinding (Actions 4-6) | | | | \$ 18,200,000 | | | | | | | |
| | 4a | MTC | Mapping and Wayfinding Standards | | \$ 3,785,860 | \$ 2,410,000 | | \$ 1,375,860 | | | |
| | | | | | | | | | | | |
| III. Transit Priority on Roadways (Actions 7-12) | | | | \$ 26,000,000 | | | | | | | |
| | 25a(9aX) | MTC | Regional Transit Card (RTC) Improvements (exchange with Bay Bridge Forward) ³ | | \$ 500,000 | \$ 500,000 | | | | | |
| | 9a | MTC | Bay Bridge Forward - Preliminary Engineering | | \$ 750,000 | | | | \$ 750,000 | | |
| | 12 | MTC | Transit Priority Policy and Corridor Assessment | | \$ 25,000 | | \$ 25,000 | | | | |
| | | | | | | | | | | | |
| IV. Transit Planning (Actions 13-20) | | | | \$ 3,250,000 | | | | | | | |
| | | | | | | | | | | | |
| V. Accessibility (Actions 21-25) | | | | \$ 4,550,000 | | | | | | | |
| | 23a | MTC | Paratransit Fare Payment Clipper | | \$ 2,000,000 | \$ 2,000,000 | | | | | |
| | | | | | | | | | | | |
| VI. Staff Support | | | | \$ 5,000,000 | | | | | | | |
| | | MTC | MTC Staff | | \$ 1,000,000 | \$ 1,000,000 | | | | | |
| | | AC Transit/ BART | Transit Operator Staff ⁵ | | \$ 4,000,000 | | \$ 3,685,000 | | | \$ 315,000 | |
| | | | AC Transit | | | | \$ 1,764,738 | | | | |
| | | | BART | | | | \$ 1,919,960 | | | \$ 315,000 | |
| Total Programming | | | | \$ 85,000,000 | \$ 18,060,860 | \$ 11,910,000 | \$ 3,710,000 | \$ 1,375,860 | \$ 750,000 | \$ 315,000 | |
| | | | Balance | | \$ 66,939,140 | \$ 9,448,796 | \$ 45,391,973 | \$ 12,413,371 | \$ - | \$ - | |

Notes:

1. Action # refers to the twenty-seven actions in the Transit Transformation Action Plan. Actions 26 and 27, related to Funding, are not included in this Blue Ribbon Program of Projects. Additional alphabetical identifiers have been added to identify projects related to the initiative and action. "X" signifies a funding exchange.

2. Population-based STA is programmed to the Blue Ribbon Program through MTC Res. No. 4450, FY 2022-23 Fund Estimate. STA Revenue-based STA Exchange funds are programmed through MTC Res. No. 4529.

3. The Bay Bridge Forward project, 9a, will receive OBAG 2 funds from the RTC project (Action 25a) and the RTC Project will be allocated \$500,000 in Blue Ribbon funds.

4. Clipper BayPass Phase 1 (Year 1) Programming action in October 2022. Additional funds to be programmed to operators in 2023.

5. These funds will support staff work related to Fare Coordination/Integration Study implementation, Mapping and Wayfinding project development, Transit Priority coordination, overall implementation of the Action Plan, and Transit 2050+ (connected network planning).

Blue Ribbon Transit Transformation Action Plan Program of Projects

| | | | | | | Fund Sources | | | | | |
|--|-----------------------|---------------------|--|-----------------------|---------------------------|-----------------------------------|---|------------------|------------|----------------|-------|
| Initiative | Action # ¹ | Sponsor | Project | Funding by Initiative | Total Project Programming | Population-based STA ² | STA Revenue-based STA Exchange ² | FTA Section 5307 | OBAG 2 | RM 2 Marketing | Notes |
| | | | | | | \$ 21,358,796 | \$ 49,101,973 | \$ 13,789,231 | \$ 750,000 | \$ 315,000 | |
| | | | | | | | | | | | |
| I. Fare Coordination/Integration (Actions 1-3) | | | | \$ 28,000,000 | | | | | | | |
| | 1a | MTC | Clipper® BayPass (Institutional Pass Pilot) | | \$ 6,000,000 | \$ 6,000,000 | | | | | |
| | | | AC Transit (Phase 1) | | | \$ 162,807 | | | | | |
| | | | BART (Phase 1) | | | \$ 1,089,451 | | | | | |
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| | | | LAVTA (Phase 1) | | | \$ 5,723 | | | | | |
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| | 4a | MTC | Mapping and Wayfinding Standards | | \$ 2,000,000 | \$ 624,140 | | \$ 1,375,860 | | | |
| | | | | | | | | | | | |
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| | 25a(9aX) | MTC | Regional Transit Card (RTC) Improvements (exchange with Bay Bridge Forward) ³ | | \$ 500,000 | \$ 500,000 | | | | | |
| | 9a | MTC | Bay Bridge Forward - Preliminary Engineering | | \$ 750,000 | | | | \$ 750,000 | | |
| | | | | | | | | | | | |
| IV. Transit Planning (Actions 13-20) | | | | \$ 3,250,000 | | | | | | | |
| | | | | | | | | | | | |
| V. Accessibility (Actions 21-25) | | | | \$ 4,550,000 | | | | | | | |
| | 23a | MTC | Paratransit Fare Payment Clipper | | \$ 2,000,000 | \$ 2,000,000 | | | | | |
| | | | | | | | | | | | |
| VI. Staff Support | | | | \$ 5,000,000 | | | | | | | |
| | | MTC | MTC Staff | | \$ 1,000,000 | \$ 1,000,000 | | | | | |
| | | AC Transit/ BART | Transit Operator Staff ⁵ | | \$ 4,000,000 | | \$ 3,685,000 | | | \$ 315,000 | |
| | | | AC Transit | | | | \$ 1,764,738 | | | | |
| | | | BART | | | | \$ 1,919,960 | | | \$ 315,000 | |
| | | | Total Programming | \$ 85,000,000 | \$ 16,250,000 | \$ 10,124,140 | \$ 3,685,000 | \$ 1,375,860 | \$ 750,000 | \$ 315,000 | |
| | | | Balance | | \$ 68,750,000 | \$ 11,234,656 | \$ 45,416,973 | \$ 12,413,371 | \$ - | \$ - | |

Notes:

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Blue Ribbon Transit Transformation Action Plan Program of Projects

| | | | | | | Fund Sources | | | | | |
|--|-----------------------|---------------------|---|-----------------------|---------------------------|-----------------------------------|--------------------------------|------------------|------------|----------------|-------|
| Initiative | Action # ¹ | Sponsor | Project | Funding by Initiative | Total Project Programming | Population-based STA ² | STA Revenue-based STA Exchange | FTA Section 5307 | OBAG 2 | RM 2 Marketing | Notes |
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| | | | Vacaville City Coach | | | \$ 5,000 | | | | | |
| | | | VTA | | | \$ 88,848 | | | | | |
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| | | | WETA | | | \$ 50,641 | | | | | |
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| | | | | | | | | | | | |
| III. Transit Priority on Roadways (Actions 7-12) | | | | \$ 26,000,000 | | | | | | | |
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| | 9a | MTC | Bay Bridge Forward - Preliminary Engineering | | \$ 750,000 | | | | \$ 750,000 | | |
| | | | | | | | | | | | |
| IV. Transit Planning (Actions 13-20) | | | | \$ 3,250,000 | \$ 315,000 | | \$ 315,000 | | | | |
| | | | | | | | | | | | |
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| | 23a | MTC | Paratransit Fare Payment Clipper | | \$ 2,000,000 | \$ 2,000,000 | | | | | |
| | | | | | | | | | | | |
| VI. Staff Support | | | | \$ 5,000,000 | | | | | | | |
| | | MTC | MTC Staff | | \$ 1,000,000 | \$ 1,000,000 | | | | | |
| | | AC Transit/ BART | Transit Operator Staff ⁵ | | \$ 4,000,000 | | \$ 3,685,000 | | | \$ 315,000 | |
| | | | AC Transit | | | | \$ 1,764,738 | | | | |
| | | | BART | | | | \$ 1,919,960 | | | \$ 315,000 | |
| | | | Total Programming | \$ 85,000,000 | \$ 16,565,000 | \$ 10,124,140 | \$ 4,000,000 | \$ 1,375,860 | \$ 750,000 | \$ 315,000 | |
| | | | Balance | | \$ 68,435,000 | \$ 11,234,656 | \$ 45,101,973 | \$ 12,413,371 | \$ - | \$ - | |

Notes:

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3. The Bay Bridge Forward project, 9a, will receive OBAG 2 funds from the RTC project (Action 25a) and the RTC Project will be allocated \$500,000 in Blue Ribbon funds.
4. Clipper BayPass Year 1 Programming action in October 2022. Additional funds to be programmed to operators in 2023.
5. These funds will support staff work related to Fare Coordination/Integration Study implementation, Mapping and Wayfinding project development,

Date: December 20, 2023
W.I.: 1517
Referred by: Programming and Allocations (PAC)
Revised: 12/20/23-C

ABSTRACT
MTC Resolution No. 4529

This resolution approves the allocation of State Transit Assistance (STA) Revenue-Based Exchange Funds based on the Blue Ribbon Transit Transformation Action Plan Funding Framework to projects identified in the Blue Ribbon Program of Projects.

The resolution contains the following attachments:

Attachment A – Allocation of State Transit Assistance (STA) Revenue-Based Exchange Funds

On December 20, 2023, Attachment A was revised to clarify eligible activities for the November 2023 allocations to AC Transit and BART, and to allocate \$25,000 to support Transit Priority activities.

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated December 13, 2023.

Date: November 15, 2023
W.I.: 1517
Referred by: PAC

RE: Transit Transformation Action Plan State Transit Assistance (STA) Revenue-Based
Exchange Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4529

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

WHEREAS, MTC convened the Blue Ribbon Transit Recovery Task Force (Task Force) to respond to the COVID-19 pandemic; and

WHEREAS, the Task Force developed and endorsed the Transit Transformation Action Plan (Action Plan) in July 2021 and the Action Plan was received and accepted by MTC in September 2021; and

WHEREAS, the American Rescue Plan Act of 2021 (ARP) (H.R. 1319) was signed into law in response to the nationwide Coronavirus pandemic and provides supplemental appropriations for Emergency Transit Operations Assistance through the Federal Transit Administration (FTA) Section 5307 Urbanized Area and Section 5311 Rural Area formula programs; and

WHEREAS, MTC approved an ARP funding distribution policy in MTC Resolution No. 4481, which identified that a minimum of \$85 million in ARP funds “should support the implementation of certain recommendations from the Blue Ribbon Transit Recovery Task Force”; and

WHEREAS, to best position Bay Area transit agencies to compete for additional FTA discretionary financial assistance, MTC distributed the reserved \$85 million in ARP funds to operators and in return transit operators agreed to collectively provide an equivalent amount in

alternate near-term revenue sources to implement the Action Plan and recommendations from the Task Force; and

WHEREAS, MTC staff, in discussion with transit operators have identified the contribution amounts by operator or county and likely fund sources in MTC Resolution No. 4519, the Blue Ribbon Transit Transformation Action Plan Funding Framework and the Blue Ribbon Program of Projects, and MTC staff worked with transit operators to secure these funds; and

WHEREAS, the transit operators desiring to fulfill their Action Plan funding commitments with Revenue-based State Transit Assistance (STA) funds adopted resolutions to directly encumber a total of \$49,101,973 in FY 2022-23 Revenue-based STA funds to MTC to implement the Action Plan; and

WHEREAS, the initiatives and related programming of STA Revenue-Based Exchange funds for each initiative are identified in MTC Resolution No. 4519; and

WHEREAS, MTC Resolution No. 4519 will be revised to identify projects and programming amounts under the various initiative as projects are ready to proceed; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts and purposes of STA Revenue-Based Exchange 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; now therefore be it

RESOLVED, that MTC approves the allocation of STA Revenue-Based Exchange funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A of this resolution; and be it further

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 Revenue-Based Exchange allocations are subject to continued compliance with MTC Resolution 4519, the Blue Ribbon Transit Transformation Action Plan Funding Framework and the Blue Ribbon Program of Projects; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachment A to add projects and related allocations under each initiative up to \$1,000,000; and be it further

RESOLVED, staff shall return to the Commission to revise this Resolution to add projects and related allocations that exceed \$1,000,000.

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 November 15, 2023.

Attachment A: Allocation of State Transit Assistance (STA) Revenue-Based Exchange Funds

All STA Revenue-Based Exchange allocations are consistent MTC Resolution 4519, the Blue Ribbon Transit Transformation Action Plan Funding Framework and the Blue Ribbon Program of Projects.

| Claimant | Project Description | Allocation Amount | Approval Date |
|-------------------------|----------------------------|--------------------------|----------------------|
| AC Transit ¹ | Staff Support | \$1,764,738 | 11/15/2023 |
| BART ¹ | Staff Support | \$1,919,960 | 11/15/2023 |
| MTC | Transit Priority Policy | \$25,000 | 12/20/2023 |
| <i>Total</i> | | \$3,710,000 | |

Notes:

1. Fiscal year 2022-23 expenses (beginning July 1, 2022) are eligible for reimbursement from these allocations.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-1495 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 11/16/2023 **In control:** Programming and Allocations Committee
On agenda: 12/13/2023 **Final action:**
Title: MTC Resolution No. 4625. Adoption of the \$11.7 million FY2023-24 Regional Measure 3 (RM3) Operating Program.

Sponsors:

Indexes:

Code sections:

Attachments: [8j 23-1495 Summary Sheet FY24 RM3 Operating Program.pdf](#)
[8j 23-1495 MTC Resolution 4625.pdf](#)
[2i 23-1495 Summary Sheet FY24 RM3 Operating Program.pdf](#)
[2i 23-1495 MTC Resolution 4625.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

MTC Resolution No. 4625. Adoption of the \$11.7 million FY2023-24 Regional Measure 3 (RM3) Operating Program.

Presenter:

Raleigh McCoy

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

December 13, 2023

Agenda Item 2i - 23-1495

MTC Resolution No. 4625

Subject:

Adoption of the \$11.7 million FY2023-24 Regional Measure 3 (RM3) Operating Program.

Background:

MTC's Regional Measure 3 (RM3) Operating Policies and Procedures state that MTC will adopt a project specific budget for RM3 operating funds prior to allocation.

The RM3 Operating Program receives a maximum of 16 percent of the revenue generated from the voter-approved RM3 toll increases in that fiscal year [SHC Section 30914.7(c)]. Of this revenue, statute determines that 8 percent of operating program funds go to the Transbay Joint Powers Authority (TJPA) to support operations of the Salesforce Transit Center Transbay Terminal, 34 percent go to operators of express bus service to support operations of existing or enhanced express bus service, and 58 percent go to the San Francisco Bay Area Water Emergency Transportation Authority (WETA) to support operations of existing or enhanced ferry service

The proposed Fiscal Year (FY) 2023-24 programming levels are consistent with Bay Area Toll Authority (BATA) revenue projections for RM3. However, should actual revenues be lower than budgeted revenues, revisions to programming will be necessary in order to stay within the statutory 16 percent maximum. Operators will continue to have flexibility to direct funding to any eligible service so funds can be used where operators determine they are most needed.

Issues:

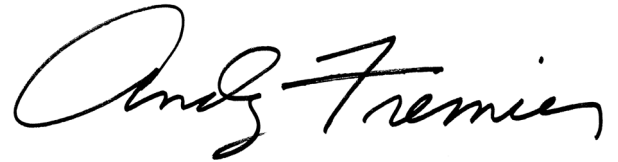
The proposed FY2023-24 RM3 Operating programming does not yet include programming for express bus projects, which are specified to receive 34 percent of the RM3 Operating Program revenue. The programming resolution will be revised later in this fiscal year to include funding for express bus operating support, following continued conversations with eligible operators related to near-term operating shortfalls.

Recommendations:

Refer MTC Resolution No. 4625 to the Commission for approval.

Attachments:

- Attachment A: MTC Resolution No. 4625

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is written in a cursive, flowing style with a large initial "A".

Andrew B. Fremier

Date: December 20, 2023
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4625

This resolution adopts the Regional Measure 3 (RM3) Operating Program for FY2023-24.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated December 13, 2023.

Date: December 20, 2023
W.I.: 1255
Referred by: PAC

RE: Adoption of FY2023-24 RM3 Operating Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4625

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

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

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

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

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

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

WHEREAS, RM3 assigns administrative duties and responsibilities for the implementation of the RM3 Expenditure Plan to MTC; and

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

WHEREAS, MTC has developed guidelines for the programming and use of the RM3 funds for operating support of transit projects, and

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM3 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM3 operating subsidy amounts for FY2023-24, as outlined in Attachment A and incorporated herewith as though set forth at length; and, be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$200,000 for each project, in consultation with the affected sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on December 20, 2023.

Date: December 20, 2023
W.I.: 1255
Referred by: PAC

Attachment A
MTC Resolution No. 4625

FY 2023-24 RM3 Operating Program -- Streets and Highways Code 30914.7(c)

| | | | | Program Amount |
|--------------------|---------------------|----------------|-------------------------|-----------------------|
| Project # | Project Name | Sponsor | Service (note 1) | (notes 2,3) |
| 1 | Transbay Terminal | TJPA | Terminal Operations | \$ 2,990,080 |
| 3 | Ferry Service | WETA | Ferry Service | \$ 8,700,450 |
| Grand Total | | | | \$ 11,690,530 |

Notes:

1. Transit operators will be provided increased flexibility for FY 2023-24 to use funds on eligible service to accommodate changing service demand. Sponsors listed for Project 2 must dedicate RM3 operating program funds to their highest ridership express bus routes that serve an intended bridge corridor/s and/or provide a direct connection to BART. Before allocating funds, MTC staff and project sponsor will confirm route eligibility.
2. Amounts shown are subject to approval of the FY 2023-24 BATA Budget and funding availability.
3. Reimbursement is contingent upon execution of the RM3 Operating Agreement between MTC and individual project sponsors. Sponsors should contact MTC for the latest Operating Agreement form.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0050 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 11/30/2023 **In control:** Metropolitan Transportation Commission
On agenda: 12/20/2023 **Final action:**
Title: Regional Transportation Revenue Measure Update

Update on a potential 2026 regional transportation revenue measure, including results of stakeholder engagement, public outreach (as well as voter opinion research), a proposed vision, goal and focus areas, expenditure priorities, revenue source options and potential reform concepts that could accompany enabling legislation.

Sponsors:

Indexes:

Code sections:

Attachments:

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

Regional Transportation Revenue Measure Update

Update on a potential 2026 regional transportation revenue measure, including results of stakeholder engagement, public outreach (as well as voter opinion research), a proposed vision, goal and focus areas, expenditure priorities, revenue source options and potential reform concepts that could accompany enabling legislation.

Presenter:

Rebecca Long

Recommended Action:

Information



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

| | | | | | |
|----------------------|--|----------------------|---|---------------------------------------|--|
| File #: | 23-1422 | Version: | 1 | Name: | |
| Type: | Resolution | Status: | | Commission Approval | |
| File created: | 11/2/2023 | In control: | | Regional Network Management Committee | |
| On agenda: | 12/8/2023 | Final action: | | | |
| Title: | MTC Resolution No. 4622: Regional Network Management (RNM) Council Charter | | | | |
| | Initial work to stand up the Regional Network Management (RNM) Council includes the approval of a Charter. | | | | |

Sponsors:

Indexes:

Code sections:

Attachments: [10a 23-1422 Summary Sheet Update to Commission RNM Council Charter.pdf](#)
[10a 23-1422 Attachment A MTC Resolution 4622 Updated.pdf](#)
[10a 23-1422 Attachment B RNM Council Draft FY 23-25 Work Plan.pdf](#)
[10a 23-1422 Attachment C Presentation.pdf](#)
[10a 23-1422 Public Comment Seamless Bay Area.pdf](#)
[3ai 23-1422 Summary Sheet MTC Res 4622 RNM Council Charter and Draft Work Plan.pdf](#)
[3aii 23-1422 TEMP-RES-4622.pdf](#)
[3aiii 23-1422 TEMP-RES-4622 Attachment A B.docx - Shortcut.pdf](#)
[3aiv 23-1422 Attachment B RNM Council Draft FY 23-25 Work Plan.pdf](#)
[3av 23-1422 PowerPoint RNM Council Draft Charter and FY 23-25 Work Plan.pdf](#)
[3avi 23-1422 Public Comment Received.pdf](#)

| Date | Ver. | Action By | Action | Result |
|-----------|------|---------------------------------------|--------|--------|
| 12/8/2023 | 1 | Regional Network Management Committee | | |

Subject:

MTC Resolution No. 4622: Regional Network Management (RNM) Council Charter

Initial work to stand up the Regional Network Management (RNM) Council includes the approval of a Charter.

Presenter:

Melanie Choy

Recommended Action:

Commission Approval

Attachments:

Metropolitan Transportation Commission

December 20, 2023

Agenda Item 10a

Update to Commission

MTC Resolution No. 4622: Regional Network Management (RNM) Council Charter

Subject:

Initial work to stand up the Regional Network Management (RNM) Council includes the approval of a Charter.

Background:

At its December 8, 2023 meeting, the RNM Committee referred the RNM Council Charter to the Commission for approval. Staff made a minor change to the RNM Council Charter to give more clarity to in-person attendance processes. The Charter will be brought to the RNM Council for endorsement action consideration at its December 18, 2023 meeting. Any additional feedback or follow-up from the RNM Council will be communicated at the Commission meeting.

Next Steps:

None identified.

Issues:

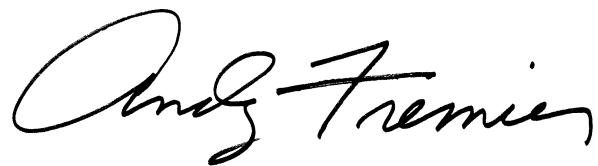
None identified.

Recommendations:

Approve MTC Resolution No. 4622.

Attachments:

- RNM Committee Summary Sheet
- Attachment A: MTC Resolution No. 4622, RNM Council Charter
- Attachment B: Draft RNM Council FY 2023-24 & 2024-25 Work Plan
- Attachment C: Presentation



Andrew B. Fremier

**Metropolitan Transportation Commission
Regional Network Management Committee**

December 8, 2023

Agenda Item 3a

**MTC Resolution No. 4622: Draft Regional Network Management (RNM) Council Charter
and Draft RNM Council Fiscal Year (FY) 2023-24 & 2024-25 Work Plan**

Subject:

Initial work to stand up the Regional Network Management (RNM) Council includes the development of a Charter and Work Plan.

Background:

In February of this year, the Commission approved the RNM framework (MTC Resolution No. 4564), which included a structure for carrying out the objectives of the regional network management program. In furtherance of the Commission's commitment to that plan, staff has been working to establish an RNM Council, comprised of Operator and MTC Executive staff who understand transit operations, can represent the interests of their stakeholders and provide leadership and critical input on regional policies.

The inaugural meeting of the RNM Council was held on November 27, 2023. During the November meeting, a Chair and Vice-Chair were elected in anticipation of RNM Council Charter adoption by the Commission.

RNM Council Charter

In September 2023, the Commission approved the inaugural RNM Council Membership Roster. This month's item presents the RNM Council Charter for review by the RNM Committee and referral to the Commission for approval. The RNM Council Charter (Attachment A) outlines the mission statement, roles, responsibilities, procedures, appointment process, and membership criteria for the RNM Council. The draft charter was presented to the RNM Council in November for their feedback. No concerns were raised however, there is an interest in having an ongoing conversation with respect to balanced and equitable representation on the RNM Council.

RNM Council Draft FY 2023-24 & 2024-25 Work Plan

MTC and transit operator staff have collaborated to develop a draft Work Plan to guide the RNM Council's activities in FY 2023-24 & FY 2024-25. The Draft Work Plan was presented to the RNM Council for discussion in November and is being shared this month with the RNM

Committee for feedback, with planned adoption by RNM Council in December. At its November meeting, the RNM Council emphasized the importance of the Work Plan as the foundation for listening to and effectively communicating with the public, achieving tangible outcomes for riders, and establishing and reporting on performance measures.

The RNM Council Work Plan is anchored by the Transit Transformation Action Plan (TAP) “desired outcomes” and the mission and vision of the RNM. Items included in this year’s Work Plan aim to balance between initiatives already having momentum and funding (such as the roll-out of the regional mapping and wayfinding system) and introducing new priorities that would benefit from systematic, consistent regional implementation support, such as cross-agency pilots and initiatives. Work Plan items share a common focus on tangible customer benefits. Proactive attention to these items leads to improved transit competitiveness, faster deployment of change, and regional consistency.

Furthermore, entering its first year, the RNM Council Work Plan must also attend to and advance its evolving competencies, including developing program accountability tools measuring the RNM structure’s effectiveness at driving ambitious TAP outcomes. The Work Plan also introduces an initiative to adopt new regional and customer-focused performance measures to track system improvements and better create a predictable feedback loop with the regional customer.

Issues:


None identified.

Recommendations:

Refer MTC Resolution No. 4622 to the Commission for approval.

Attachments:

- Attachment A: MTC Resolution No. 4622, RNM Council Charter
- Attachment B: Draft RNM Council FY 2023-24 & 2024-25 Work Plan
- Attachment C: Presentation



Andrew B. Fremier

Date: December 20, 2023
W.I.: 1621
Referred by: RNM

ABSTRACT

MTC Resolution No. 4622

This resolution defines the role and responsibilities of the Regional Network Management (RNM) Council.

This resolution contains the following attachments:

- Attachment A – which outlines the mission statement, roles, responsibilities, procedures, appointment process and membership criteria for the RNM Council.
- Attachment B – a table listing the current RNM Council membership.

Further discussion of this action is contained in the Regional Network Management Committee memorandum dated December 8, 2023.

Date: December 20, 2023
W.I.: 1621
Referred by.: RNM

Re: Regional Network Management Council Charter

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4622

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 Bay Area or region); and

WHEREAS, MTC convened the Blue Ribbon Transit Recovery Task Force (Task Force) in 2020 and 2021 to respond to the COVID-19 pandemic and the impacts to transit; and

WHEREAS, the Blue Ribbon Transit Recovery Task Force developed and endorsed the Transit Transformation Action Plan (Action Plan) in July 2021, which identifies near-term actions needed to achieve a more connected, efficient, and user-focused mobility network across the Bay Area and beyond and the Action Plan was received and accepted by MTC in September 2021; and

WHEREAS, MTC approved Resolution No. 4564 on February 22, 2023, which expressed policy support for a Regional Network Management (RNM) Framework to achieve the desired near-term outcomes in the Action Plan and to improve the Bay Area's regional transit network towards a longer-term transformation; and

WHEREAS, the Regional Network Management Framework outlines initial regional transit focus areas, committees and their roles, and a review process to evolve the RNM structure as needed over the long term; and

WHEREAS, the Regional Network Management Framework proposes a Council of Executive-level Operator and MTC representatives who understand transit operations and can represent the interests of their stakeholders and provide leadership and critical input on regional policies, now, therefore be it

RESOLVED, that the Commission authorizes and ratifies the convening of the Regional Network Management Council; and be it further

RESOLVED, that the members of the Regional Network Management Council will be appointed according to the process and shall have the roles and responsibilities as described in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that Regional Network Management Council membership roster is contained in Attachment B to this resolution; and be it further

RESOLVED, that the Commission may periodically revise Attachment B to reflect changes to Regional Network Management Council representatives.

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 December 20, 2023.

Attachment A: RNM Council Charter

A. RNM Council Purpose, Mission, and Vision

The purpose of the Regional Network Management (RNM) Council is to bring together leadership from transit agencies and MTC to provide executive guidance on regional transit policies and actionable implementation plans in pursuit of the RNM's Mission and Vision.

The RNM's Mission is to drive transformative improvements in the customer experience for regional Bay Area transit.

The RNM's Vision is to advance regional goals in equity, livability, climate, and resiliency through a unified regional transit system that serves all Bay Area populations.

B. RNM Council Membership and Roles

The RNM Council shall be composed of eleven (11) members as follows:

- a) Alameda-Contra Costa Transit District (AC Transit) General Manager
- b) Bay Area Rapid Transit (BART) General Manager
- c) Caltrain Executive Director
- d) Golden Gate Bridge, Highway and Transportation District (Golden Gate) General Manager
- e) Metropolitan Transportation Commission (MTC) Executive Director
- f) San Francisco Municipal Transportation Agency (SFMTA) General Manager/Director of Transportation
- g) San Mateo County Transit District (SamTrans) General Manager/CEO
- h) Santa Clara Valley Transportation Authority (VTA) General Manager/CEO
- i) Three General Managers representing other transit providers serving the region, selected at the sole discretion of those operators.

RNM Council members shall be ratified to the RNM Council by the MTC Commission.

Each RNM Council member may formally designate up to one named alternate (“Designated Alternate”) per calendar year. A change to a Designated Alternate prior to the completion of the calendar year must be approved by the Council. Designated Alternates may attend up to four (4) RNM Council Meetings per year to vote on behalf of the RNM Council member.

The RNM Council shall elect a Chair and Vice-Chair from its members to represent the RNM Council in communications with others, provide input on agendas, and facilitate RNM Council meetings. The Chair and Vice-Chair terms shall be two years. The RNM Council shall elect a Chair and Vice-Chair at its inaugural convening. Thereafter, elections shall be held biannually prior to the December meeting of odd numbered years. In the event of a change in RNM Council Chair or Vice-Chair membership, the RNM Council shall hold a special election to fill the vacancy until the next regular Chair and Vice-Chair election.

C. RNM Council Roles and Responsibilities

The RNM Council will meet in public at regularly scheduled monthly meetings to direct initiatives that advance the RNM Mission and Vision. The RNM Council has the following roles and responsibilities:

- Elect a Chair and Vice-Chair to represent the RNM Council in communications with others, set agendas, and facilitate RNM Council meetings.
- Adopt an annual Work Plan and budget, if applicable, each fiscal year.
- Provide recommendations to the RNM Committee, other MTC Committees, or other relevant authorities on regional transit policies, actionable implementation plans, and Key Performance Indicators (KPIs) related to the effectiveness and performance of the RNM structure.
- Provide direction to dedicated RNM support staff under management of the RNM Director, and, upon agreement, MTC staff, operator staff, or other professionals assigned to work on RNM initiatives.
- Organize Task Forces, Sub-Committees, or Technical Work Groups to inform its actions.
- Establish and monitor regional transit performance KPIs and adjust the Work Plan in response to relevant trends.

D. RNM Council Meetings and Decision-Making

The RNM Council shall have a monthly standing meeting that will be established through the RNM Council's annual Work Plan. As needed, the RNM Council may hold additional, special meetings. All RNM Council meetings will be noticed and open to the public. The RNM Council Chair shall facilitate meetings and provide an opportunity for public comment on each agenda item.

Six (6) members of the RNM Council, including any Designated Alternates attending on behalf of a member, constitute a quorum. The RNM Council will act by majority vote. Each member shall have one vote. A consensus shall be sought prior to taking a simple majority vote.

In instances where a decision is approved but not by unanimous vote, the dissenting member(s) may request, if applicable, that the decision be documented to the referring committee to reflect the divergence in positions. Potential characteristics may include, but are not limited to:

- Breakdown of the Council Member vote
- The transit system represented by the dissenting Member vote(s)
- The ridership of the system represented by the dissenting Member vote(s)
- Any minority opinions

This voting procedure shall apply to advisory actions needed as part of the Council Work Plan, and the voting will be re-evaluated should the Council's role evolve to include decision authority actions on revenue, expenditures, and fares. The goal of any voting structure for the RNM Council should strive for balanced and equitable representation from operators of all sizes in decisions that may impact the riders and/or financial health of transit agencies.

The RNM Council voting structure will be reviewed as part of the RNM framework's continuous improvement assessment; every 2 years at a minimum.

E. RNM Council Work Plan

The RNM Council shall adopt an annual Work Plan each fiscal year. The RNM Council Work Plan shall be guided by the RNM Mission and Vision. The Work Plan shall also consider any requests for recommendations from the RNM Committee or other MTC Committees.

At the start of the Work Plan's preparation, MTC shall identify the available budget to support the RNM Council's work. A draft of the Work Plan shall be provided to the RNM Committee for review and comment prior to final RNM Council action.

Following RNM Council adoption, the Work Plan may be amended by approval of the RNM Council Chair to address emerging matters or timely opportunities. RNM Council members and the RNM Committee shall be informed of any amendments to the Work Plan.

F. Dedicated RNM Support Staff

The RNM Council will give direction to dedicated RNM Support Staff on the implementation of the annual Work Plan and in development of recommendations. Dedicated RNM Support Staff will include an RNM Director and other supporting staff members. The RNM Director shall be responsible for development of the RNM Council Work Plan; oversight of other dedicated RNM Support Staff, consultants, and contractors; and the effectuation of the Work Plan adopted by the RNM Council in accordance with the budget.

MTC reserves the right to make decisions regarding hiring, promotion, compensation, and removal of the RNM Director, but it shall collaborate with the RNM Council as part of annual performance reviews and when considering potential candidates for RNM Director.

G. RNM KPIs, Evaluation, and Improvement

The RNM Council will establish KPIs to track the performance of the regional transit network ("Benefits KPIs"). The RNM Council shall also provide recommendations to the MTC RNM Committee on KPIs related to the effectiveness and performance of the RNM structure ("Program KPIs").

The MTC RNM Committee will conduct performance reviews every two years, using the established Benefits and Program KPIs to identify improvement opportunities for the newly created structure, including the RNM Council.

H. Relationship to RNM Customer Advisory Group

While the RNM Customer Advisory Group's main role is to advise the RNM Committee, the RNM Council may request the Customer Advisory Group to provide customer perspectives for certain topics.

Date: December 20, 2023
W.I.: 1621
Referred by: RNM

Attachment B
MTC Resolution No. 4622
Page 1 of 1

Attachment B: RNM Council Membership Roster

Regional Network Management Council Membership Roster

| | | |
|--|--|--|
| General Manager | Alameda-Contra Costa Transit District (AC Transit) | Large Operator Representative |
| General Manager | Bay Area Rapid Transit District (BART) | Large Operator Representative |
| Executive Director | Caltrain | Large Operator Representative |
| General Manager | Golden Gate Bridge, Highway and Transportation District (Golden Gate) | Large Operator Representative |
| Executive Director | Metropolitan Transportation Commission | Regional Representative |
| General Manager/ CEO | San Mateo County Transit District (SamTrans) | Large Operator Representative |
| General Manager/CEO | Santa Clara Valley Transportation Authority (VTA) | Large Operator Representative |
| General Manager/ Director of Transportation | San Francisco Municipal Transportation Agency (SFMTA) | Large Operator Representative |
| General Manager | County Connection (CCCTA) | Small/Medium Operator Representative* |
| General Manager | Marin Transit | Small/Medium Operator Representative* |
| Executive Director | Water Emergency Transportation Authority (WETA) | Small/Medium Operator Representative* |

* Note: The three General Managers representing other transit providers serving the region are selected at the sole discretion of those operators.

Regional Network Management (RNM) Council
Fiscal Year (FY) 2023-24 & FY 2024-25 Work Plan

The RNM Council FY 2023-24 and FY 2024-25 Work Plan operationalizes collaboration among MTC and the Bay Area's Transit Operators to help realize transit riders' needs across the region. The RNM Work Plan is anchored by the Transit Transformation Action Plan (TAP) "desired outcomes" and the mission and vision of the RNM.

RNM Mission: To drive transformative improvements in the customer experience for regional Bay Area transit

RNM Vision: To advance regional goals in equity, livability, climate, and resiliency

Items included in this year's Work Plan aim to balance between initiatives already having momentum and funding (such as the roll-out of the regional mapping and wayfinding system) and introducing new priorities that would benefit from systematic, consistent regional implementation support, such as cross-agency pilots and initiatives. Work Plan items share a common focus on tangible customer benefits. Proactive attention to these items leads to improved transit competitiveness, faster deployment of change, and regional consistency. Furthermore, entering its first year, the RNM Work Plan must also attend to and advance its evolving competencies, including developing program accountability tools measuring the RNM structure's effectiveness at driving ambitious Transit Transformation Action Plan (TAP) outcomes, as shown below. The Work Plan also introduces an initiative to adopt new regional and customer-focused performance measures to track system improvements and better create a predictable feedback loop with the regional customer.

Transit Transformation Action Plan Desired Outcomes

| Fares and Payment | Customer Information | Transit Network | Accessibility | Funding |
|--|---|--|--|---|
| Simpler, consistent and equitable fare and payment options | Make transit easier to navigate and more convenient | Transit services managed as a unified, efficient, and reliable network | Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently. | Using resources more efficiently to secure new, dedicated revenue to meet funding needs |

RNM Council FY23-24 & 24-25 Work Plan

| Work Plan Item | Rationale and RNM Council Activities | Timeframe |
|---|--|-------------------------|
| RNM Council Management | | |
| RNM Standup Activities | <ul style="list-style-type: none"> Develop and adopt FY23-24 & 24-25 Work Plan. RNM Council Charter development and referral by the RNM Committee to the Commission for approval Elect Chair and Vice Chair (2-year term) | End of 2023 |
| Transit Transformation Action Plan (TAP) two-year status update & amendment | <ul style="list-style-type: none"> Review TAP two-year status update Review and adopt an amendment to TAP | Late 2023 to early 2024 |

| Work Plan Item | Rationale and RNM Council Activities | Timeframe |
|--|--|-------------------|
| Propose RNM "Program" Key Performance Indicators (KPIs) | <p>Per the Charter, the RNM Council will be held accountable to a set of Key Performance Indicators to track the performance of the RNM structure and promote continuous improvement. Measures will be evaluated on a 2-year cycle.</p> <ul style="list-style-type: none"> Recommend measures that will track RNM Structure effectiveness in driving outcomes. | Early 2024 |
| Define and Adopt "Benefit" Key Performance Indicators (KPIs) | <p>New regional transit measures focused on the customer benefits are needed to drive the ambitious TAP outcomes and RNM Mission and Vision.</p> <ul style="list-style-type: none"> Oversee a process to identify and adopt measures to track performance of the regional transit network. The process will build on industry best practices; be conducted in coordination with the region's operators; and will include a phased data management plan. | Early 2024 |
| RNM Council FY25-26 Work Plan | <ul style="list-style-type: none"> Develop and adopt the RNM Work Plan for FY25-26 | Early to mid-2025 |
| <p>Fares & Payment – simpler consistent and equitable fare and payment options attract more riders.</p> <p><i>Some activities remain under purview of the Fare Integration Task Force (FITF) but are included below to demonstrate the breadth of fare integration & coordination initiatives currently underway.</i></p> | | |
| (RNM Council) Clipper START | <p>The Clipper START pilot program, launched in July 2020, provides reduced fares for low-income riders. In 2024, all agencies will participate in the program at a consistent 50% discount.</p> | 2024-2025 |

| Work Plan Item | Rationale and RNM Council Activities | Timeframe |
|---|---|------------------------|
| | <ul style="list-style-type: none"> Program refinements to increase program awareness and participation by eligible persons | |
| <p><i>(FITF) Clipper BayPass launch and expansion (e.g. for major events) [New Activity]</i></p> | <p><i>Clipper BayPass was launched to educational institutions and affordable housing properties in 2022. It will be expanded to employers by the beginning of 2024.</i></p> <ul style="list-style-type: none"> <i>Evaluate the Clipper BayPass pilot, contemplate extension of BayPass Phase 1 Pilot, and launch Phase 2 Pilot to employers</i> <i>Explore expansion of Clipper BayPass products for the general public, such as for major events.</i> | Ongoing |
| <p><i>(FITF) No-cost/reduced-cost interagency transfers</i></p> | <p><i>The no-cost and reduced cost interagency transfer pilot has been approved by the FITF and will launch with rollout of Next Generation Clipper System.</i></p> <ul style="list-style-type: none"> <i>Approve interagency MOU</i> <i>Program evaluation and recommendations after 12 months</i> <i>Support ongoing efforts to identify permanent funding for policy.</i> | Early 2024 to mid-2026 |
| <p><i>(FITF) Refine vision for common fare structure for regional transit</i></p> | <p><i>A common fare structure for regional transit is the 3rd policy initiative of Fare Policy Vision Statement. A study is needed to develop common fare structure for regional transit services.</i></p> | TBD |

| Work Plan Item | Rationale and RNM Council Activities | Timeframe |
|---|--|--|
| Customer Information – integrated mapping, signage and real-time schedule information makes transit easier & more convenient | | |
| Prototypes and pilots for regional mapping & wayfinding signage | <p>Work to develop Regional Mapping & Wayfinding Standards is currently underway.</p> <ul style="list-style-type: none"> Review physical prototype design, installed prototypes, and approve the Final Wayfinding Standards Following adoption, provide guidance to implement standards throughout the region, including identifying pilot locations. | Standards adoption by mid 2024. Implementation ongoing. |
| Availability and reliability of regional real-time transit data | <p>While MTC aggregates real-time transit data from operators across the region through 511 SF Bay, additional assessments are needed to further improve customer information.</p> <ul style="list-style-type: none"> Assess the availability and reliability of real-time transit data feeds (GTFS-RT) produced by each operator. Identify opportunities to improve real-time information, including hardware/software upgrades, or changes to processes, etc. Support execution of priority findings. | 2024-2025 |
| Strategic/cohesive communications | <ul style="list-style-type: none"> Opportunities to improve responsiveness and regional cooperation in communications to regional transit riders. | Ongoing |

| Work Plan Item | Rationale and RNM Council Activities | Timeframe |
|--|---|-------------------|
| [New Activity] | | |
| Coordinated customer experience surveys [New Activity] | <p>An RNM-initiated regional transit rider survey can provide new perspectives on the transit experience and can contribute to regional transit system measures, target setting and tracking. Data collected in the survey can provide an input to RNM Benefit KPIs.</p> <ul style="list-style-type: none"> • Provide recommendations on implementation of a proposed regional transit rider experience survey | 2024-2025 |
| Transit Network – transit services are equitable planned & integrally managed as a unified, efficient & reliable network | | |
| Transit priority implementation | <p>Several efforts are underway to advance transit priority projects throughout the region.</p> <ul style="list-style-type: none"> • Provide input on the Bus Accelerated Infrastructure Delivery (BusAID) program to fund the delivery of transit priority treatments on arterials, including draft project scoring criteria and weighting and project funding recommendations | Early to mid 2024 |
| Regional Transit Priority Policy | <p>A December 2023 transit priority workshop will be convened with stakeholders across the region.</p> <ul style="list-style-type: none"> • Input and feedback on the development of a Regional Transit Priority Policy • On-going guidance on implementation of the Regional Transit Priority Policy | 2024 |

| Work Plan Item | Rationale and RNM Council Activities | Timeframe |
|--|---|---|
| Transit 2050+ | <p>Transit 2050+ will develop a service-oriented, fiscally constrained regional transit network plan for the nine county Bay Area.</p> <ul style="list-style-type: none"> Review MTC transit project performance assessments and provide guidance on the development of transit network concepts Provide input on and recommend a final transit network concept | Early to mid 2024 |
| Accessibility – transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently | | |
| Standardize paratransit and Clipper RTC eligibility practices | <p>Work is currently underway to develop standardized eligibility practices between ADA paratransit and Clipper Regional Transit Connection (RTC) programs.</p> <ul style="list-style-type: none"> Review and approval of recommended standardized eligibility practices | Early 2024 |
| Improve regional paratransit trips through one-seat ride pilots, improved cost-sharing, and enhanced transfer policies. | <p>Regional paratransit trips are served by a combination of one-seat rides and transfer trips with two or more operators. Initiatives to improve regional paratransit trips include a call for projects to expand one-seat rides (OSR) is currently under development.</p> <ul style="list-style-type: none"> One-seat ride pilot projects Cost-sharing agreements between operators for cross-jurisdictional trips Regional standards for paratransit transfer trips | OSR recommendations in 2024. Cost-sharing and transfer policies in 2024-25. |

| Work Plan Item | Rationale and RNM Council Activities | Timeframe |
|---|---|-----------|
| Funding – transit system uses its resources more efficiently and secures new, dedicated revenue to meet capital and operating needs. | | |
| Develop strategies to fully fund TAP initiatives | Additional funds are needed to support the entire suite of RNM initiatives. Many TAP initiatives are pilot programs that require identification of ongoing funding. <ul style="list-style-type: none">• Prioritizing the use of limited funding to advance RNM initiatives• Identify opportunities for ongoing funding for priority programs | Ongoing |
| Advocacy for funding | Facilitate cooperative activities to support ongoing advocacy to secure funding for transit throughout the region. | Ongoing |

Draft RNM Council Charter and Fiscal Year 2023-24 & FY 24-25 Work Plan



Regional Network Management Committee
December 8, 2023

RNM Implementation Status

Timeline

2020

Blue Ribbon Transit Recovery Task Force

In May 2020, MTC created a 32-member Blue Ribbon Transit Recovery Task Force (“Task Force”) to support MTC in the development of a regional response to address the adverse impacts of the COVID-19 pandemic on transit systems in the Bay Area.



2021

Bay Area Transit Transformation Action Plan

In July 2021, the Task Force approved 27 specific near-term actions to re-shape the region’s transit system into a more connected, more efficient, and more user-focused mobility network across the entire Bay Area which formed the Bay Area Transit Transformation Action Plan (TAP).



2022

Network Management Evaluation

- The Task Force requested that a study be completed to select a preferred alternative structure(s) for Regional Network Management (RNM) and recommend next steps to achieve implementation
- Accordingly, MTC established a Network Management Business Case Evaluation project to assess and recommend a preferred regional network management framework to achieve near-term and longer-range transit mobility goals



2023

RNM Stand Up

- In February 2023, MTC approved a regional network management framework to be established
- Throughout 2023, MTC worked to stand up the RNM, including activities such as:
 - Developing charters
 - Hiring dedicated RNM personnel
 - Drafting work plans
 - Creating program management tools
 - Developing process workflows.
- On July 14, the RNM Committee (formerly the Operations Committee) held its inaugural meeting
- The first RNM Council and Customer Advisory Group meetings were held in Fall 2023

RNM Refresher

RNM Mission:

To drive transformative improvements in the customer experience for regional Bay Area transit

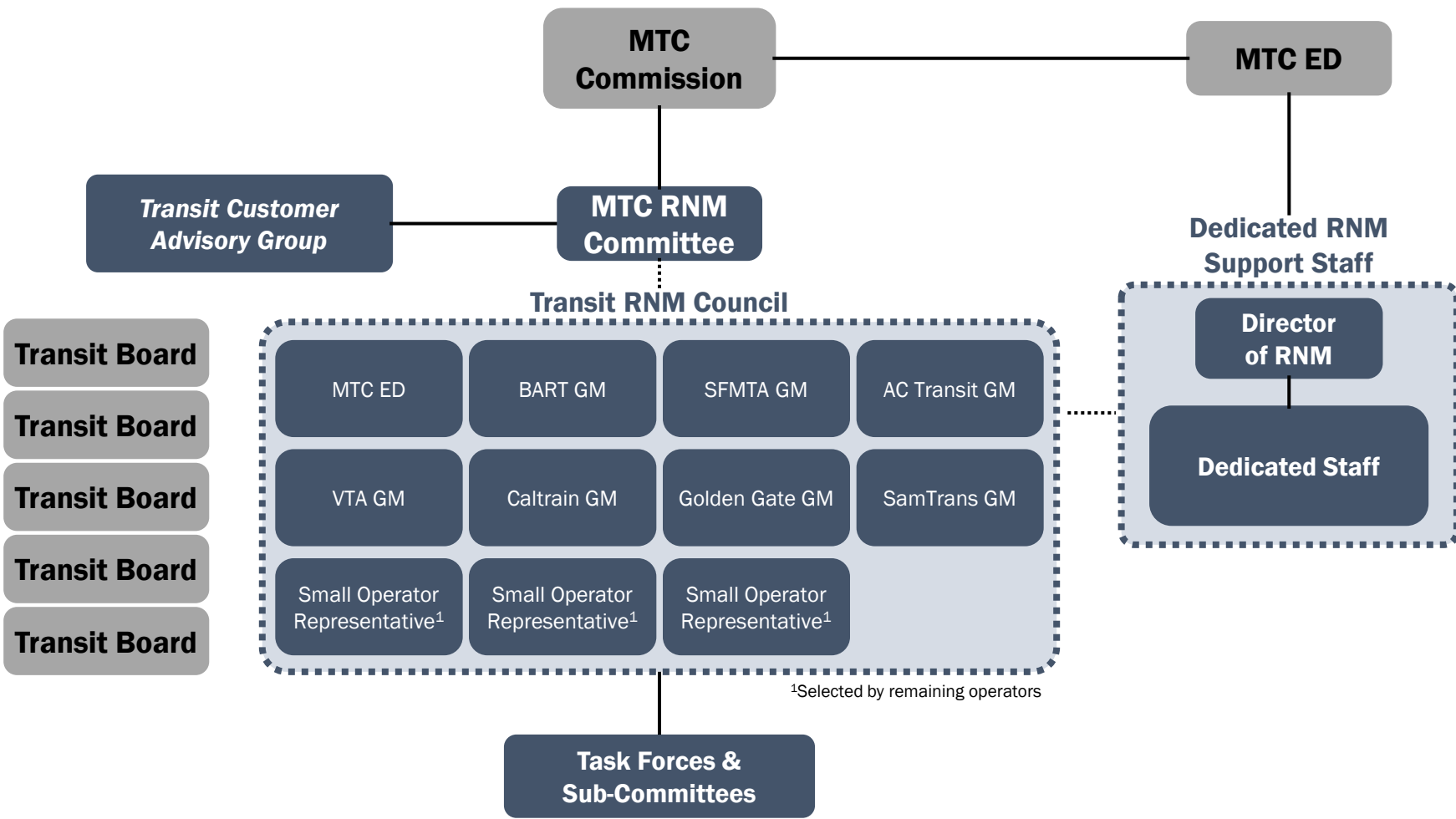
RNM Vision:

To advance regional goals in equity, livability, climate, and resiliency through a unified regional transit system that serves all Bay Area populations

RNM Objectives:

- **Deliver Customer Benefits** (e.g., enhanced experience, improved safety, increased accessibility, reduced travel times)
- **Deliver Network Management Benefits** (e.g., improved planning, economies of scale, increased ridership, improved decision making)
- **Deliver Other Public Benefits** (e.g., reduced VMT, economic growth, enhanced connectivity, increased equity)

RNM Organizational Structure:



Implementation Activities / Status

We Are Here

| Pre-Launch | Spring | Summer | Fall | Ongoing |
|--|---|---|---|--|
| <ul style="list-style-type: none"> ✓ MTC Action: Action proposed RNM structure ✓ Funding: Develop initial budget, funding requirements, and funding plan for Dedicated Staff ✓ MTC RNM Committee: Commission Committee Structure Approach / Membership | <ul style="list-style-type: none"> ✓ Administration: Consultant and staff onboarding ✓ MTC RNM Committee: Amend Commission procedures ✓ Funding: Approve MTC Budget/ Partial dedicated RNM budget ✓ Implementation Plan: Begin to compile Implementation Plan ✓ Dedicated RNM Staff: RNM Director job description / requisition ✓ RNM Council and Transit Customer Advisory Charter: Initiate discussions to define RNM mechanics | <ul style="list-style-type: none"> ✓ Customer Advisory Group: Establish Membership and transition plans of existing subcommittee; continue developing charter ✓ MTC RNM Committee: Develop workplan and begin convening meetings ✓ Program Management tools: Begin to develop portfolio Management structure; expand Co-PM model ✓ Dedicated RNM Staff: Advance recruitment process for RNM Director ✓ RNM Council: Continue developing charter; develop workflows; advance work plan | <ul style="list-style-type: none"> ✓ Dedicated RNM Staff: RNM Director on Board ✓ Customer Advisory Group: Begin convening meetings; finalize charter ❑ Dedicated RNM Staff: Job descriptions / requisitions for any immediate Support Staff ❑ RNM Council: Begin convening meetings; finalize charter ❑ Transformation Action Plan: Action Plan Implementation (Cross-Functional Staff Support) ❑ Other: Partnership and stakeholder consultations | <ul style="list-style-type: none"> ❑ RNM Council: Finalize RNM Council Work Plan ❑ Transformation Action Plan: Update Action Plan Revisions ❑ Dedicated RNM Staff: Begin hiring process for any immediate Dedicated Support Staff ❑ Funding: Secure remaining and additional funding for dedicated RNM budget ❑ Metrics: Establish KPI reporting process and begin reporting on KPIs |

RNM Council Charter

RNM Council Structure: Purpose and Original Design

Genesis of the **governance model** for the *RNM Council*

The *RNM* was created to:

1

Drive transformative improvements in the customer experience for regional Bay Area transit

(RNM Mission)



2

Advance regional goals in equity, livability, climate, and resiliency through a unified regional transit system that serves all Bay Area populations

(RNM Vision)



The purpose of the *RNM Council* is to:

Bring together leadership from transit agencies and MTC to provide executive guidance on regional transit policies and actionable implementation plans in pursuit of the RNM's Mission and Vision



Reminder on NMBCAG Recommendation:

11 Member Council

- 7 Large Transit Operators
- 3 Small/Medium Transit Operator Representatives
- 1 Regional - MTC

RNM Council Charter Purpose, Guiding Principles, & Outline

Charter Purpose

- 1 Memorialize **what** the RNM Council is
- 2 Provide transparency for **how** the RNM Council will operate
- 3 Better **define the relationship** between the RNM Council and other RNM components and existing structures

Charter Guiding Principles

- 1) Provide clarity without limiting the Council
- 2) Enable collaborative, but efficient decision making
- 3) Begin with the imperfect - charter will be tested, and updated as initiatives are enacted

Charter Outline

- A. RNM Council Purpose
- B. RNM Council Roles and Responsibilities
- C. RNM Council Work Plan
- D. Dedicated RNM Support Staff
- E. RNM Council Membership
- F. RNM Council Meetings
- G. RNM KPIs, Evaluation, and Improvement

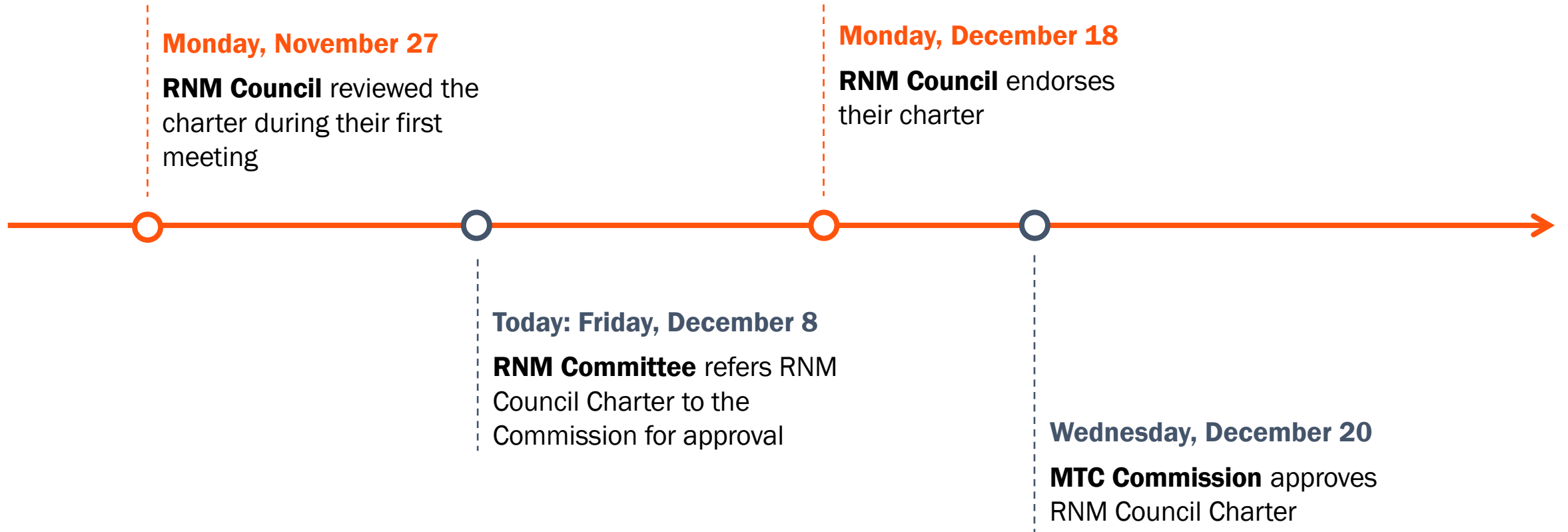
Current Proposed Voting Structure

- 1) **Consensus first:** The RNM Council shall first seek consensus on decisions
- 2) **Simple majority:** If consensus can not be achieved, then a simple majority vote shall be taken, and the divergence in positions may be documented to the referring committee.
- 3) **One vote per large members:** Large operators plus MTC get one vote each
- 4) **Three (3) votes representing small/medium operators:** Small/medium operators select 3 representatives as Council Members, with one vote each
- 5) **Subject to review:** The RNM Council voting structure will be reviewed for improvement, at a minimum every 2 years, or if evolution in the Council role warrants.

Key Takeaways on Voting Structure:

- Easy to understand and implement
- Accounts for differences in population / rider / agency sizes by providing one vote to larger members and consolidated votes to smaller members
- Can help drive clear recommendations and actions from the RNM Council by leveraging a majority vote when needed
- Can be easily modified over time, as needed, but will not get “outdated” as other weighting structures might as circumstances change (e.g., ridership, population)

RNM Council Charter Next Steps



RNM Council Work Plan

The RNM Work Plan: Movement Towards Transformation

The Work Plan provides the foundation for the RNM Council to ...



Promote Partnerships & Perspectives

- Strengthen and build upon collaboration between MTC, transit operators, and other transportation agencies
- Incorporate key customer perspectives and interests of diverse stakeholders



Communicate the Evolution of Regional Transit and its Accomplishments

- Champion and advocate for regional transit priorities
- Tell the “transit story” by sharing progress and achievements to the public and stakeholders



Implement Action Plan Priorities

- Elevate initiatives that deliver tangible outcomes for the customer
- Prioritize and identify required resources and funding for the successful delivery of results



Refine Governance Roles

- Define goals and shape the success of RNM
- Establish new and improved institutional commitments to continuous progressive and long lasting customer focused change in our transit system.

RNM Council Work Plan Approach & Framework

The RNM Council brings together leadership from transit agencies and MTC to provide executive guidance on regional transit policies and actionable implementation plans in pursuit of the RNM's Mission and Vision.

The **RNM Council FY23-24 & FY24-25 Work Plan** includes items that will benefit from transit agency operational expertise and are generally considered to be of regional importance or interest.

The work plan was developed in coordination with transit operators and is anchored by the desired outcomes of the **Transit Transformation Action Plan**.

Work Plan Purpose

- 1 Set clear priorities and goals for RNM Council **topics** and **timing**
- 2 Maximize effectiveness of RNM Council meetings and provide a **regional** venue

Timeline

Monday, November 27

RNM Council reviewed during their first meeting.

Today: Friday, December 8

RNM Committee provides additional feedback to be incorporated into the work plan.

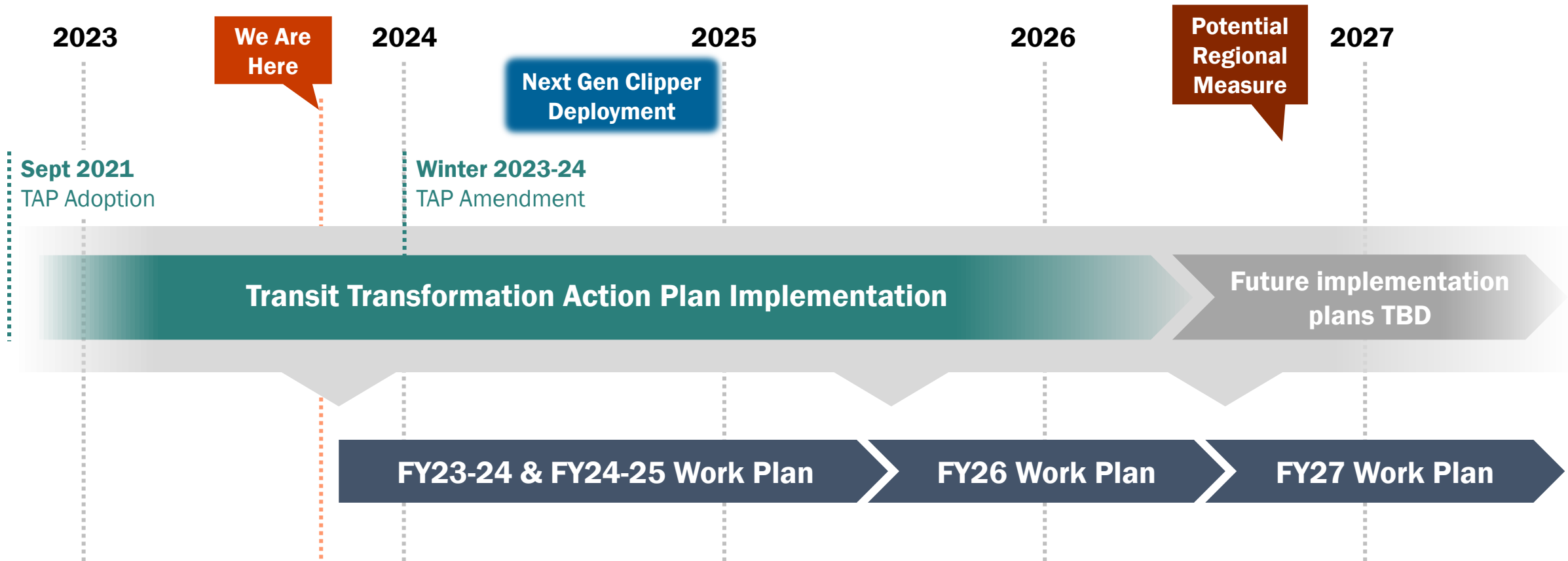
Monday, December 18

RNM Council acts and approves the work plan.

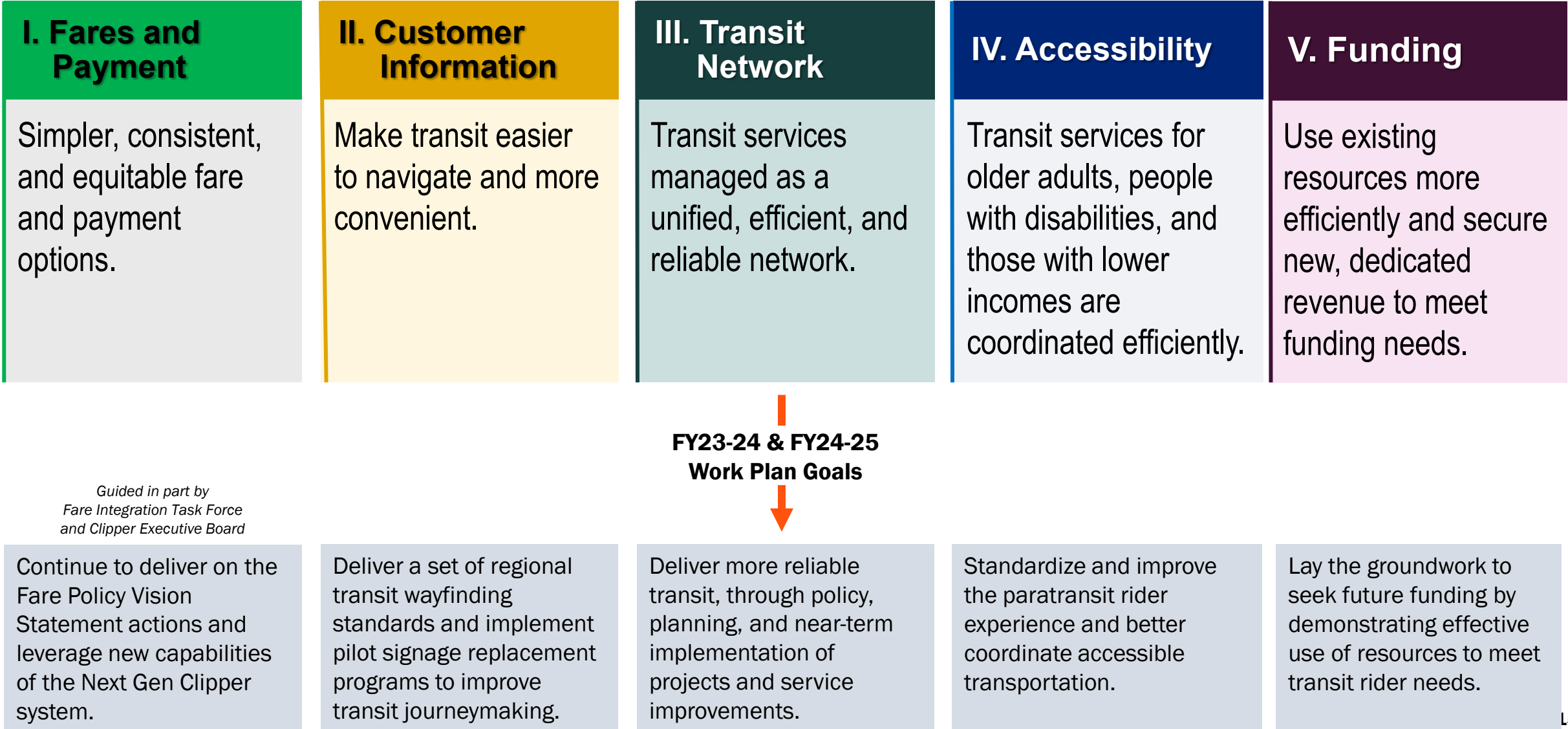
TAP & RNM Council Work Plan

Transit Transformation Action Plan: Near-term implementation plan that identifies immediate next steps to reshape the Bay Area’s transit network. Provides the framework that guides the RNM Council Work Plan.

RNM Council Work Plan: Annual (1-1.5 year) work plan that outlines key program milestones, including project updates and decisions requiring RNM Council guidance or input.



TAP Desired Outcomes & Work Plan Goals



Guided in part by
Fare Integration Task Force
and Clipper Executive Board

Identifying Actions to Drive Tangible Outcomes for Riders

Criteria for Inclusion in the RNM Council Work Plan






Does this topic...

- 1) Align with the **mission and vision** of the RNM?
- 2) Require input or action specific to **operator perspectives**?
- 3) Benefit from a forum that facilitates **regional decision-making**?

The FY23-24 & FY24-25 Work Plan includes actions that:

- ☐ Result in **direct benefits** to riders
- ☐ Demonstrate **positive change** to policymakers and riders ahead of a potential 2026 regional measure
- ☐ Are **guided by the TAP outcomes**, including actions that are:
 - Identified in the TAP (currently underway or identified for acceleration)
 - Not identified in the TAP but currently underway due to improved coordination between transit operators
 - **New** activities that are consistent with TAP outcomes
- ☐ Enabled by the existence of the RNM through **accelerated decision making** and regional coordination
- ☐ Can be completed by the end of FY24-25 (June 2025)

RNM Council FY23-24 & FY24-25 Work Plan

| RNM Council Management | Transit Transformation Action Plan | | | | |
|---|---|---|---|--|--|
| <ul style="list-style-type: none">RNM standup activities (Charter, Work Plan, budget, decision-making principles, etc.)TAP two-year status update and amendmentDevelop program and benefit KPIsDevelop FY25-26 Work Plan |  Fares & Payment |  Customer Information |  Transit Network |  Accessibility |  Funding |
| | <ul style="list-style-type: none">Clipper START <div><p>Currently overseen by the Fare Integration Task Force:</p><ul style="list-style-type: none">+ Clipper BayPass launch and expansion (e.g. for major events)No-cost/reduced-cost interagency transfersRefine vision for common fare structure for regional transit</div> | <ul style="list-style-type: none">Prototypes and pilots for regional mapping & wayfinding signageAvailability and reliability of regional real-time transit data <ul style="list-style-type: none">+ Strategic/cohesive communications+ Coordinated customer experience surveys | <ul style="list-style-type: none">Transit priority implementation (e.g., BusAID)Regional Transit Priority PolicyTransit 2050+ project performance assessment and network concepts | <ul style="list-style-type: none">Standardize paratransit and Clipper RTC eligibility practicesImprove regional paratransit trips through one-seat ride pilot programs, improved cost-sharing, and enhanced transfer policies | <ul style="list-style-type: none">+ Develop strategies to fully fund TAP initiativesOngoing advocacy for funding |
| Legend | | <ul style="list-style-type: none">Ongoing TAP work that creates tangible outcomes for riders | <ul style="list-style-type: none">Ongoing TAP work related to planning and policymaking | + New activities | |

RNM Council Work Plan Next Steps

Monday, November 27

RNM Council reviewed the FY23-24 & FY24-25 Work Plan during their first meeting.

Monday, December 18

RNM Council actions and approves the work plan.

Today: Friday, December 8

RNM Committee provides additional feedback to be incorporated into the work plan.

Ongoing

RNM Director works with **RNM Council** to update/manage work plan.



December 7, 2023

Re: December 8, 2023 Regional Network Management Committee Meeting, December
Item 3A: Regional Network Management Charter and Work Plan
Item 4A Transit Transformation Action Plan Two-Year Status Update Update

Honorable Network Management Committee Members,

Thank you for considering the two year status update for the Transformation Action Plan. We are glad to see staff providing this report summarizing the welcome results for riders, as well as behind the scenes progress being made.

We applaud progress on fare integration, mapping and wayfinding pilots, connected network planning, the groundwork for a regional funding measure and more.

Also, we agree with the remarks of several transit general managers at the Nov 27 Network Management Council meeting seeking concrete actions, goals, metrics and timelines in the work plan, based on delivering outcomes that improve lives for transit riders, and with communication that tells the story to the public.

Joint ABAG/MTC Legislation Committee staff report item on Regional Measure points to additional important focus areas for Network Management work plan

The [staff report about the Regional Transportation Revenue Measure Update presented at this morning's Legislation Committee](#) has a robust and pointed assessment of the progress which, while notable, is happening more slowly than needed.

"Given the seriousness of the financial challenges facing public transit (with structural annual deficits in the \$600-\$750 million range) and the urgent need to deliver noticeable, customer-facing improvements to attract more riders and build public support toward a regional measure, we need a decision-making structure for key customer-facing elements that delivers what is in the best interest of the Bay Area public as opposed to serving the financial needs of each individual transit agency."

This morning's staff report calls out the need for "An empowered network manager responsible for advancing policy to create a seamless Bay Area transit system"...that... "will help deliver the measure's outcomes by expediting customer-facing initiatives."

This morning's staff report also calls out findings from several studies about transit integration, including recent studies that are part of the Transformation Action Plan.

However, the clear and pointed assessment included in this morning's staff report is not reflected in this afternoon's Transit Transformation Action Plan Two-Year Status Update and Regional Network Management Charter and Work Plan.

On the topic of Bus/Rail Network Management, slide 7 of the status update identifies "standing up Regional Network Management and concluding the Rail Partnership Study" as accomplishments. But the Work Plan does not include next steps on strengthening network management nor next steps for the previous transit integration studies.

Update Work Plan and Transformation Action Plan

We are glad to see the schedule calling for an early 2024 update to the Transformation Action Plan.

We strongly urge the Network Management Committee and Council to update the Work Plan and Transformation Action Plan with more specific, measurable, timely customer-facing outcomes. And we urge that the updated TAP and Work Plan include next steps in the areas identified by this morning's Legislation Committee staff report to strengthen network management and take appropriate next steps regarding system integration to deliver more convenience and efficiency for the public.

At a finer-grained level, some of the progress report items called out as "results for riders" are behind the scenes steps that, while important, have not yet delivered rider-facing results. For example, the outcome of the Transit Priority initiative is a Call for Projects delivering funding in 2024. This is a good step, but the RFP doesn't yet make the bus go faster. TAP Equity Principles are listed as rider-facing results, but a low-income senior cannot get shelter from the rain in an Equity Principle, she needs a bus stop shelter.

Essential for voter confidence

These steps are critically important for public confidence, as shown in poll results presented this morning.

When asked about the types of items that might be included in a regional measure, a whopping 80 percent of voters believe "requiring oversight and accountability to ensure effective and efficient management of public transit" should be a priority of the measure. Bay Area voters continue to strongly support "creating a seamless Bay Area transit network with coordinated fares, routes, schedules and signage" with 73 percent of all voters finding this important, including 83 percent of weekly transit riders. A substantial majority also favor establishing "one regional agency for the Bay Area responsible for setting transit fares, coordinating different service schedules and creating consistent transit maps and signage" at 61 percent of all voters and 71 percent of weekly transit riders.

In order to gain voter confidence to secure funding, it is essential to make clear and prompt progress on providing a well-coordinated system for riders that includes accountability to deliver these outcomes.

Thank you for your consideration,

Sincerely,

Adina Levin, Advocacy Director
Seamless Bay Area



December 7, 2023

Dear Fare Integration Task Force members, Transit Agency Board Members, and MTC Commissioners,

Thank you very much for advancing the Clipper BayPass all-agency transit pass pilot, expanding from the initial participant base of public higher education and affordable communities to include up to 10 employers and transportation management associations with up to 20,000 participants.

We are very pleased to see the dramatic success of the first phase of the BayPass pilot showing a 35% increase in transit ridership among people whose access was expanded from a single agency to all agencies, improving mobility for people, helping the transit system regrow ridership, and advancing our region's goals on climate, equity and congestion relief.

Our organizations strongly believe that an all-agency institutional pass is one of the fastest and most meaningful options available to the region to regrow transit ridership and expand access to the transit system. While we are glad that this next phase of the pilot is advancing we urge MTC and transit operators to maintain their focus on this effort and to work expediently toward a full scale launch and region-wide formalization of the BayPass program as soon as possible. We understand that this will require formalizing a pricing and revenue distribution structure for the program as well as addressing long term implications for existing institutional pass programs.

We are confident that MTC and operators can come together to creatively overcome these implementation hurdles without further delay or compromise to the overall program. The need to rebuild ridership and strengthen public trust in the region's transit system is an imperative and mutual responsibility that all operators share. Transit is not on a sustainable course and the need for public investment in the system has never been greater- showing that we have the capacity to work together and change is essential.

Thank you for your consideration,

John Ristow
**San Jose Department of
Transportation**

Amy Buckmaster
Chamber San Mateo County

Alyssa Sherman
Salesforce

Ian Griffiths
Seamless Bay Area

Amy Thomson
TransForm

Laura Tolkoff
SPUR

Tiffany Rodriguez
**San Jose State Associated
Students**

Dave Sorrell
**Association of Commuter
Transportation**

Adina Levin
Friends of Caltrain

Ewan Barker Plummer
**San Francisco Youth
Commission**

**Sonoma County Climate
Activist Network**

Russell Hancock
Joint Venture Silicon Valley

**Regional Network Management Committee
December 8, 2023**

**Public Comment Received
Agenda Item 3a**

Laura Hill
Bay Area Council

John Ford
Commute.org

Lucy Gigli
Alameda TMA

Justine Burt
Palo Alto TMA

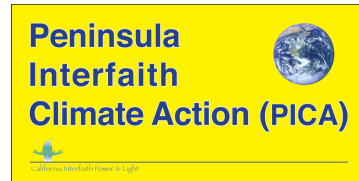
Roni Hattrup
Mountain View TMA

LOGOS AND SIGNERS FROM PREVIOUS LETTER - NEED TO UPDATE FOR CURRENT LETTER

| | | |
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| | | |
| | | |



Additional co-signing organization logos continue on pages 2 and 3



East Bay Housing Organizations



Additional co-signing organization logos continued from page 1





Additional co-signing organization logos continued from pages 1 and 2

Adina Levin
Friends of Caltrain

Ian Griffiths, Policy Director
Seamless Bay Area

Gwen Litvak
Bay Area Council

John Ristow
Director of Transportation, City of San Jose

Tiffany Rodriguez,
**Manager, Transportation Solutions,
Associated Students, San Jose State
University**

Angie Evans
Palo Alto Forward

Kelsey Banes
Peninsula for Everyone

Evelyn Stivers
**Housing Leadership Council of San Mateo
County**

Sheri Bruns
**Executive Director, Silicon Valley Independent
Living Center**

Vanessa Bohm
Urban Environmentalists

Debbie Toth, President & CEO
Choice in Aging

Bruce England

Jonathon Kass, Transportation Policy Manager
SPUR

Roseanne Foust, President & CEO
**San Mateo County Economic Development
Association (SAMCEDA)**

Jordon Wing
Streets for People Bay Area

Diane Bailey, Executive Director
Menlo Spark

Petra Silton
**Thrive Alliance: The Alliance of Non-profits
for San Mateo County**

Riya Master
**External Affairs Vice President, Associated
Students of the University of California**

Kristina Pappas, President
San Francisco League of Conservation Voters

Jack Kurzweil
Wellstone Democratic Renewal Club

Jeffrey Levin, Policy Director
East Bay Housing Organizations

Michael Abramson
Mountain View YIMBY

Helena Chang, Advocacy Program Manager
The Center for Independent Living (TheCIL)

Greg Magofña, Co-Executive

**Mountain View Coalition for Sustainable
Planning**

Lauren Weston, Executive Director

Acterra: Action for a Healthy Planet

Jason Baker

Silicon Valley Leadership Group

Kathryn Hagerman Medina, Director, Customer
Success, **RideAmigos**

Debra Ballinger, Executive Director

Monument Impact

Rorbert Feinbaum

SaveMUNI

Tina Martin

Mothers Out Front San Francisco

David Sorrell, TDM-CP

**Northern California Chapter, Association for
Commuter Transportation**

Russ Hancock, President & CEO

Joint Venture Silicon Valley

Ahleli Cuenca

Youth Leadership Institute

Nicole Kemeny, President

350 Silicon Valley

Carol Cross, Co-Convenor

Fossil Free Mid-Peninsula

Bijan Mehryar

Salesforce

Liore Milgrom-Gartner

CA Interfaith Power & Light

Scott Knies

San Jose Downtown Business Association

Dave Campbell

Bike East Bay

East Bay for Everyone

Jim Baker, CEO & Founder

Xentrans

Marco Echeandia, Director of Sustainability

**Associated Students of San Jose State
University**

Antonio Maldonado, Director of Business Affairs

**Associated Students of San Jose State
University**

Zach Drucker

sf.citi

Jack Swearengen

Friends of SMART

Hans Larsen, Public Works Director

City of Fremont

Justine Marcus

Enterprise Community Partners

Adam Thongsavat, Public Policy

Airbnb

Michael Gliksohn, Treasurer

Richmond Progressive Alliance

Marlene Santoyo

Menlo Together

Erin Chazer

Peninsula Young Democrats

Paul Fadelli

Mayor, City of El Cerrito

Rick Bonilla, Mayor

City of San Mateo

Nathan Ulsh

San Jose Downtown Business Association

Ethan Mizzi, Chair

South San Francisco Youth Commission

**Regional Network Management Committee
December 8, 2023**

**Public Comment Received
Agenda Item 3a**

Jen Klose, Executive Director
Calum Weeks, Policy Director
Generation Housing

Jodie Medeiros, Executive Director
Walk San Francisco

Warren Wells, Policy and Planning Director
Marin County Bicycle Coalition

Duane Bay
EPA Can Do



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-1446 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 11/6/2023 **In control:** Programming and Allocations Committee
On agenda: 12/13/2023 **Final action:**
Title: MTC Resolution 4619, Revised, and Approval of Regional Short-Term Financial Plan for Senate Bill 125 Transit Funding

A request for approval of the Short-Term Financial Plan for the MTC region, which provides documentation required under Senate Bill 125 to the California State Transportation Agency (CalSTA) in exchange for the release of \$1.1 billion in Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP) funding to MTC between FY 2023-24 and FY 2026-27, and associated revision to MTC Resolution 4619.

Sponsors:

Indexes:

Code sections:

Attachments: [11a 23-1446 Summary Sheet Regional Short-Term Transit Financial Plan.pdf](#)
[11a 23-1446 MTC Resolution 4619.pdf](#)
[11a 23-1446 Attachment A Regional Short-Term Transit Financial Plan.pdf](#)
[11a 23-1446 Attachment B Presentation.pdf](#)
[3b 23-1446 Summary Sheet Regional Short-Term Transit Financial Plan.pdf](#)
[3b 23-1446 MTC Resolution 4619.pdf](#)
[3b 23-1446 Attachment A Regional Short-Term Transit Financial Plan.pdf](#)
[3b 23-1446 Attachment B Presentation.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------------|------|---------------------------------------|--------|--------|
| 12/13/2023 | 1 | Programming and Allocations Committee | | |

Subject:

MTC Resolution 4619, Revised, and Approval of Regional Short-Term Financial Plan for Senate Bill 125 Transit Funding

A request for approval of the Short-Term Financial Plan for the MTC region, which provides documentation required under Senate Bill 125 to the California State Transportation Agency (CalSTA) in exchange for the release of \$1.1 billion in Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP) funding to MTC between FY 2023-24 and FY 2026-27, and associated revision to MTC Resolution 4619.

Presenter:

Theresa Romell

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****December 13, 2023****Agenda Item 3b - 23-1446****MTC Resolution 4619, Revised, and Approval of Regional Short-Term Financial Plan for
Senate Bill 125 Transit Funding**

Subject:

A request for approval of the Short-Term Financial Plan for the MTC region, which provides documentation required under Senate Bill 125 to the California State Transportation Agency (CalSTA) in exchange for the release of \$1.1 billion in Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP) funding to MTC between FY 2023-24 and FY 2026-27, and associated revision to MTC Resolution 4619.

Background:

Amendments to the California State Budget Act of 2023 provided immediate transit operating assistance to help avert the near-term transit operating fiscal cliff that has resulted from the COVID-19 pandemic and associated changes in travel patterns. Based on adopted formulas, the Bay Area is expected to receive an estimated \$400 million from the newly created Zero-Emission Transit Capital Program (ZETCP) over the next four years and an additional \$770 million from the Transit and Intercity Rail Capital Program (TIRCP) over the next two years. State action allows these funds to be used flexibly for capital or operating purposes, pursuant to Regional Transportation Planning Agency (RTPA) discretion.

Consistent with prior MTC advocacy and supported by the possibility of leveraging between \$6 and \$8 billion in federal funds, in October 2023, the Commission committed \$725 million in TIRCP funding for two capital projects: BART Core Capacity and BART to Silicon Valley Phase II. The remaining \$45 million in TIRCP and \$400 million in ZETCP are envisioned to be used for operating purposes.

In November 2023, the Commission adopted MTC Resolution No. 4619. This resolution adopted regional principles for distributing SB 125 operating funding, the operator-level SB 125 funding distribution framework, and regional accountability measures that operators must meet or make significant progress toward in exchange for receiving SB 125 funding. In response to direction received by the Commission in November, staff is recommending revisions to MTC Resolution

4619 to provide additional detail on the accountability measures and to reflect the mechanism for ensuring transit agency board acceptance and tracking progress in implementation of the measures

Short-Term Financial Plan

Senate Bill (SB) 125 guides the use of transit funding provided through the Budget Act of 2023 and establishes accountability measures for RTPAs and transit operators receiving funding from ZETCP or TIRCP. By December 31, 2023, MTC must submit a Short-Term Financial Plan summarizing the regional strategy for using SB 125 funding, including the contribution of regional funds, the distribution of funding between operators, and a summary of benefits rendered from the use of SB 125 funding. The Short-Term Financial Plan for the MTC region is included as Attachment A.

As further detailed in Attachment A, MTC estimates that SB125 funding (state and regional) preserves more than 800,000 transit service hours (15%) relative to 2022 service levels in FY2024-25 and over two million hours (36%) in FY2025-26. Without SB125 funding, service cuts would be particularly severe for agencies such as BART and SFMTA that have large total shortfalls.

Additionally, SB 125 requests that operators provide information on a variety of topics as part of the “Regionally Representative Transit Operator Data” submittal, including expenditures on safety, opportunities for enhanced coordination and improvements, and ridership statistics. This data must be submitted to CalSTA by December 31, 2023. By June 30, 2026, MTC must submit a Long-Term Financial Plan that demonstrates the implementation of ridership recovery strategies and provides a 5-year operating funding outlook.

Regional Accountability Requirements and Implementation Process

MTC Resolution No. 4619 includes a set of Regional Accountability Measures which will incentivize operators to advance enhancements to efficiency and customer experience. These accountability measures voluntarily instate additional conditions that operators must satisfy or make significant progress toward to receive a disbursement of SB 125-related funds. For all operators receiving funding, these requirements will include participation in ongoing Transit Transformation Action Plan initiatives, and implementation of schedule coordination and real-

time transit data improvements. Other accountability requirements are specific to individual operators and center around safety and security, fare evasion reduction, and comprehensive service improvements.

MTC will monitor operator progress toward the accountability requirements and will assess opportunities to augment existing Transit Transformation Action Plan funding to assist with the delivery of customer experience and efficiency enhancements. To operationalize transit agency board acceptance and monitoring, the Regional Accountability Measures will be identified as projects in MTC's annual Productivity Improvement Program (PIP) for any agency receiving funding under SB125. The annual PIP, typically adopted in January, has long been used in accordance with Transportation Development Act (TDA) legislation to ensure operators demonstrate a reasonable effort to implement productivity improvements in exchange for transit funding. Staff proposes using the PIP as a way to monitor progress on implementation of SB125-related accountability requirements.

Staff further proposes to incorporate the FY 2024-25 SB 125-related funding, as programmed in MTC Resolution 4619, in the FY 2024-25 Fund Estimate that will be adopted by the Commission in February 2024. Prior to the adoption of the February 2024 Fund Estimate, MTC will confirm funding needs with operators and make revisions as needed, based on operator financial projections. As SB 125-related funding is limited, revisions are not anticipated to increase individual operator funding totals except in the instance of assigning interest earned on SB 125 funds or transferring funding from one operator to another to reflect updated shortfalls.

Following the adoption of the Fund Estimate for a given fiscal year, operators will claim SB 125-related funding following established procedures for requesting an allocation of other transit operating funding administered by MTC. As part of the claim process, operators will report on progress toward the accountability measures. Consistent with the process for requesting other transit operating revenues administered by MTC, operators will be required to submit a board resolution approving the claim request, including acknowledgement of the SB125-related Regional Accountability Measures, and operator-provided information on progress toward implementation of the measures.

Staff will review the claim, including accountability performance information, and allocate SB 125 funds if it is determined that sufficient progress has been made. The Programming and Allocations Committee will receive a summary of operator progress toward accountability measures when they approve allocations of SB 125-related funding. If sufficient progress has not been made, MTC may impose remedies that the operators must complete prior to receiving SB 125 funding or may withhold funding until satisfactory progress has been made.

Next Steps

Following Commission approval of the Short-Term Financial Plan, MTC will submit its documentation to CalSTA for evaluation. Materials are due to CalSTA by December 31, 2023. MTC will receive FY 2023-24 SB 125 funds no later than April 30, 2024, and will be eligible to receive FY 2024-25 funds early in that fiscal year, pending CalSTA's review of MTC's allocation package.

Issues:

SB 125 guidelines require RTPAs to demonstrate their ability to address shortfalls relative to a 2022 service level baseline in their Short-Term Financial Plans. However, Bay Area operators have already restored service beyond 2022 baselines in response to recovering demand, with the region providing roughly one million more service hours in 2023 than in 2022. Accordingly, the shortfalls discussed in the Short-Term Financial Plan and the funding distribution amounts are likely not sufficient to sustain today's service levels, much less continue to restore service to reduce passenger wait times and reinstate routes canceled during the COVID-19 pandemic. This underscores the importance of securing new revenue streams to provide sustained support for transit operations.

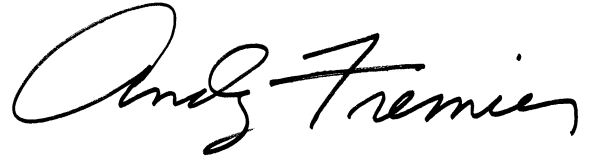
Recommendations:

Refer MTC Resolution No. 4619 and the Short-Term Financial Plan for the MTC Region to the Commission for approval.

Attachments:

- MTC Resolution 4619, Revised
- Attachment A: Short-Term Financial Plan for the MTC Region

- Attachment B: Presentation

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is written in a cursive style with a large, looping initial "A".

Andrew B. Fremier

Date: November 15, 2023
W.I.: 1514
Referred By: Commission
Revised: 12/20/2023-C

ABSTRACT

Resolution No. 4619, Revised

This resolution approves the principles to inform funding distribution, the funding distribution framework, and regional accountability measures for funding from the Transit and Intercity Rail Program (TIRCP), Zero-Emission Transit Capital Program (ZETCP), and various regional funding sources pursuant to Senate Bill (SB) 125 (Chapter 54. Statutes of 2023).

This resolution includes the following attachments:

Attachment A – Principles to Inform the Distribution of Transit Operations Funding from
Senate Bill 125

Attachment B – Senate Bill 125 Transit Operations Funding Distribution Framework

Attachment C –Regional Accountability Measures

Attachment C was revised on December 20, 2023 to provide more detail on the Regional Accountability Measures, and to include information on the mechanism for ensuring transit agency board acknowledgement of the measures and monitoring of their implementation.

Further discussion is contained in the Programming and Allocations Committee Summary Sheets dated November 8, 2023 and December 13, 2023.

Date: November 15, 2023
W.I.: 1514
Referred By: PAC

RE: Senate Bill 125 Transit Operations Funding Principles, Distribution Framework, and Regional Accountability Measures

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4619

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

WHEREAS, MTC is the designated Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area; and

WHEREAS, Assembly Bill 102 (Chapter 38, Statutes of 2023) and Senate Bill 125 (Chapter 54, Statutes of 2023) amended the Budget Act of 2023 to appropriate \$4 billion to TIRCP between Fiscal Year (FY) 2023-24 and 2024-25 and \$1.1 billion between FY 2023-24 and FY2026-27 to establish the Zero-Emission Transit Capital Program (ZETCP); and

WHEREAS, Senate Bill 125 (Chapter 54, Statutes of 2023) guides the distribution of this funding to RTPAs, which have the flexibility to use the money to fund transit operations or capital improvements; and

WHEREAS, Senate Bill 125 (Chapter 54, Statutes of 2023) establishes an accountability program to govern the distribution of these funds; and

WHEREAS, the principles that MTC shall use to develop the distribution framework for Senate Bill 125 transit operations funding are set forth in Attachment A, which is incorporated herein as though set forth at length; and

WHEREAS, the Senate Bill 125 funding framework developed in partnership with Bay Area transit operators using the principles defined in Attachment A and a regionally standardized

set of assumptions compliant with the Senate Bill 125 guidelines is summarized in Attachment B; and

WHEREAS, transit operations funding provided in accordance with Senate Bill 125 (State or Regional Contribution) will be conditioned on satisfactory progress toward and/or implementation of the regional accountability measures outlined in Attachment C; and

WHEREAS, MTC will determine whether an operator has made satisfactory progress toward and/or implemented the regional accountability measures described in Attachment C; now, therefore, be it

RESOLVED, that MTC adopts the Senate Bill 125 principles to inform the distribution of funding as set forth in Attachment A; and, be it further

RESOLVED, that MTC adopts the Senate Bill 125 funding distribution framework as set forth in Attachment B; and, be it further

RESOLVED, that MTC may adjust the Senate Bill 125 funding distribution framework in order to respond to changing needs as transit operator financial conditions continue to evolve; and, be it further

RESOLVED, that MTC adopts the regional accountability measures as set forth in Attachment C; and, be it further

RESOLVED, that the Executive Director of MTC, or their designee, is authorized and directed to modify the Senate Bill 125 funding distribution framework as listed in Attachment B to meet requirements of the California State Transportation Agency.

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 November 15, 2023.

Date: November 15, 2023
W.I.: 1514
Referred By: PAC
Revised: 12/20/23-C

Attachment A
Resolution No. 4619
Page 1 of 2

Principles to Inform the Distribution of Transit Operations Funding from Senate Bill 125

The following six principles were used to inform the proposed distribution of funding. These principles were developed in partnership with Bay Area transit operators.

1. Use state and regional funds for transit operations to address the most dire shortfalls and avoid service cuts

Consistent with the legislative intent of Senate Bill (SB) 125, the distribution will consider the magnitude of shortfalls and the service cuts that would occur if shortfalls were not addressed in the distribution of state and regional funding for transit operations.

2. Prioritize high-ridership agencies and the provision of service for transit-dependent riders

In accordance with the SB 125 legislative intent, the distribution will consider the demographics of current riders and ridership markets in the distribution of funding. MTC encourages operators to use state and regional funds to prioritize the retention and restoration of service on high-ridership routes and those that serve a high number of transit-dependent riders.

3. Incentivize accountability of transit operators to improve coordination and customer experience

MTC will identify specific progress milestones related to improvements to coordination and customer experience that operators must meet prior to the distribution of funds. Requirements for coordination and customer experience improvements will be informed by the direction of the Regional Network Management Council, comprised of elected officials and transit operator representatives, and as such, MTC reserves the right to condition funding on the delivery specific initiatives at a future date.

4. Preserve flexibility to adjust distribution year to year as circumstance change

It is likely that shortfalls may change over time for a number of reasons, including operator-driven changes to service provision or ridership recovery trajectories that differ from estimates and alter revenue

from sources such as fares and parking. As such, it is critical that MTC retain flexibility to adjust the distribution from year to year in response to decreasing or increasing shortfalls.

5. Ensure consistency and level footing across operator shortfall forecasts

Forecasting future shortfalls over a multi-year period requires many assumptions, including assumptions around future state operations funding, the effect of inflation on expenses, and the amount of service provided. These assumptions have meaningful impacts on the shortfall calculations. In order to prevent an operator being disadvantaged because the assumptions used in their forecast were different from those used by another operator, MTC has provided a set of standardized assumptions used by all operators to estimate shortfalls for the purpose of distribution.

6. Minimize impact to non-operating/capital and state of good repair programs

To the extent possible, the distribution will aim to not adversely affect the availability of funding for critical capital and state of good repair investment purposes. While deferral of discretionary capital projects may be needed to free up revenue for operations support, essential safety and state of good repair needs will be reflected in the distribution framework.

Date: November 15, 2023
W.I.: 1514
Referred by: PAC
Revised: 12/20/23-C

Attachment B
Resolution No. 4619
Page 1 of 1

Attachment B

Senate Bill 125 Transit Operations Funding Distribution Framework

Distribution amounts will be reassessed on an annual basis in order to respond to changing conditions. Distribution of funding will be contingent upon operators meeting or making significant progress toward accountability measures.

Amounts shown in thousands (\$1,000)

| | FY 23-24 | FY 24-25 | FY 25-26 | Total (\$) | Total (%) |
|-----------------------------|-----------------|------------------|------------------|-------------------|------------------|
| SFMTA | \$0 | \$99,477 | \$209,328 | \$308,805 | 40% |
| BART | \$0 | \$58,211 | \$293,837 | \$352,048 | 45% |
| AC Transit | \$0 | \$4,000 | \$28,569 | \$32,569 | 4% |
| Caltrain | \$0 | \$0 | \$25,449 | \$25,449 | 3% |
| Golden Gate Transit | \$0 | \$2,838 | \$38,263 | \$41,101 | 5% |
| Other Operators | \$0 | \$4,661 | \$9,574 | \$14,235 | 2% |
| <i>ACE</i> | <i>\$0</i> | <i>\$1,777</i> | <i>\$1,829</i> | <i>\$3,605</i> | |
| <i>ECCTA</i> | <i>\$0</i> | <i>\$503</i> | <i>\$238</i> | <i>\$741</i> | |
| <i>LAVTA</i> | <i>\$0</i> | <i>\$897</i> | <i>\$1,392</i> | <i>\$2,289</i> | |
| <i>NVTA</i> | <i>\$0</i> | <i>\$1,485</i> | <i>\$966</i> | <i>\$2,450</i> | |
| <i>SolTrans</i> | <i>\$0</i> | <i>\$0</i> | <i>\$2,036</i> | <i>\$2,036</i> | |
| <i>WestCAT</i> | <i>\$0</i> | <i>\$0</i> | <i>\$3,113</i> | <i>\$3,113</i> | |
| Regional Network Management | \$0 | \$2,000 | \$0 | \$2,000 | 0% |
| Bay Area Total | \$0 | \$171,187 | \$605,020 | \$776,207 | 100% |

Date: November 15, 2023
W.I.: 1514
Referred By: PAC
Revised: 12/20/2023 - C

Attachment C
Resolution No. 4619
Page 1 of 2

Regional Accountability Measures

Transit Operations funding provided in accordance with Senate Bill 125 (State or Regional Contribution) is conditioned on satisfactory progress and/or implementation of the following enhancements.

| Operator | Customer Service and/or Efficiency Enhancements |
|-----------------|--|
| All Operators | <ol style="list-style-type: none">Operators will participate actively in the following venues, and in the advancement of the following initiatives:<ul style="list-style-type: none">Regional Network Management Council -- advance the initiatives in the Transit Transformation Action Plan.Transit Fare Policy and Integration Pilots--Clipper BayPass Phases 1 and 2, and the No Cost and Reduced Interagency Transfer PolicyMapping and Wayfinding—Development of the prototype and regional standards, and pilot projects.Accessibility:<ul style="list-style-type: none">Support regional and local efforts to improve Americans with Disabilities Act paratransit service including maintaining standardized paratransit eligibility, cost sharing agreements, and transfer policies, along with other improvement recommendations.Support county-based mobility management effortsSchedule Coordination – Provide on-going participation in efforts to improve scheduled connections between operators and take necessary steps to align operator/driver sign-up processes to facilitate connections.General Transit Feed Specification (GTFS) – Audit performance of agency’s GTFS to identify quality of delivery and usage. Develop recommendations for improvement if needed. |
| BART | <ol style="list-style-type: none">Continue progress in implementation of new fare gates system-wide in a manner that facilitates completion by the end of 2025.Provide a written report on the effectiveness of BART’s Ambassador/Crisis Prevention program(s) including recommendations for improvement and/or expansion, and an assessment of opportunities for coordination with connecting agencies. |
| SFMTA | <ol style="list-style-type: none">Provide a written report on the effectiveness of SFMTA’s Ambassador/Crisis Prevention program(s) including recommendations for improvement and/or expansion, and an assessment of opportunities for coordination with connecting agencies. |

| | |
|-------------|---|
| | 2. Provide a written report on fare collection procedures and opportunities and/or recommendations for reducing fare evasion. |
| AC Transit | Report to MTC on interim findings from AC Transit's "Realign" project and how the effort is projected to increase ridership. |
| Caltrain | Provide a written report on the effectiveness of Caltrain's Crisis Prevention program including recommendations for improvement and/or expansion, and an assessment of opportunities for coordination with connecting agencies. |
| Golden Gate | Provide active participation and collaboration with Marin and Sonoma County transit providers in efforts to optimize North Bay transit service. |

Notes:

- 1.) To operationalize transit agency board acceptance and monitoring, the Regional Accountability Measures will be identified as projects in MTC's annual Productivity Improvement Program (PIP) for any agency receiving funding under SB125.
- 2.) Consistent with the process for requesting other transit operating revenues administered by MTC, operators will be required to submit a board resolution approving their request of SB125-related revenues as part of their annual claim, including acknowledgement of the Regional Accountability Measures, and operator-provided information on progress toward implementation of the measures.
- 3.) The Programming and Allocations Committee will receive a summary of operator progress toward the Regional Accountability Measures when they approve allocations of SB 125 funding. If sufficient progress has not been made, MTC may impose remedies that the operators must complete prior to receiving SB 125 funding and may withhold SB 125 funding until satisfactory progress has been made.



Senate Bill 125 – Short-Term Financial Plan for the San Francisco Bay Area

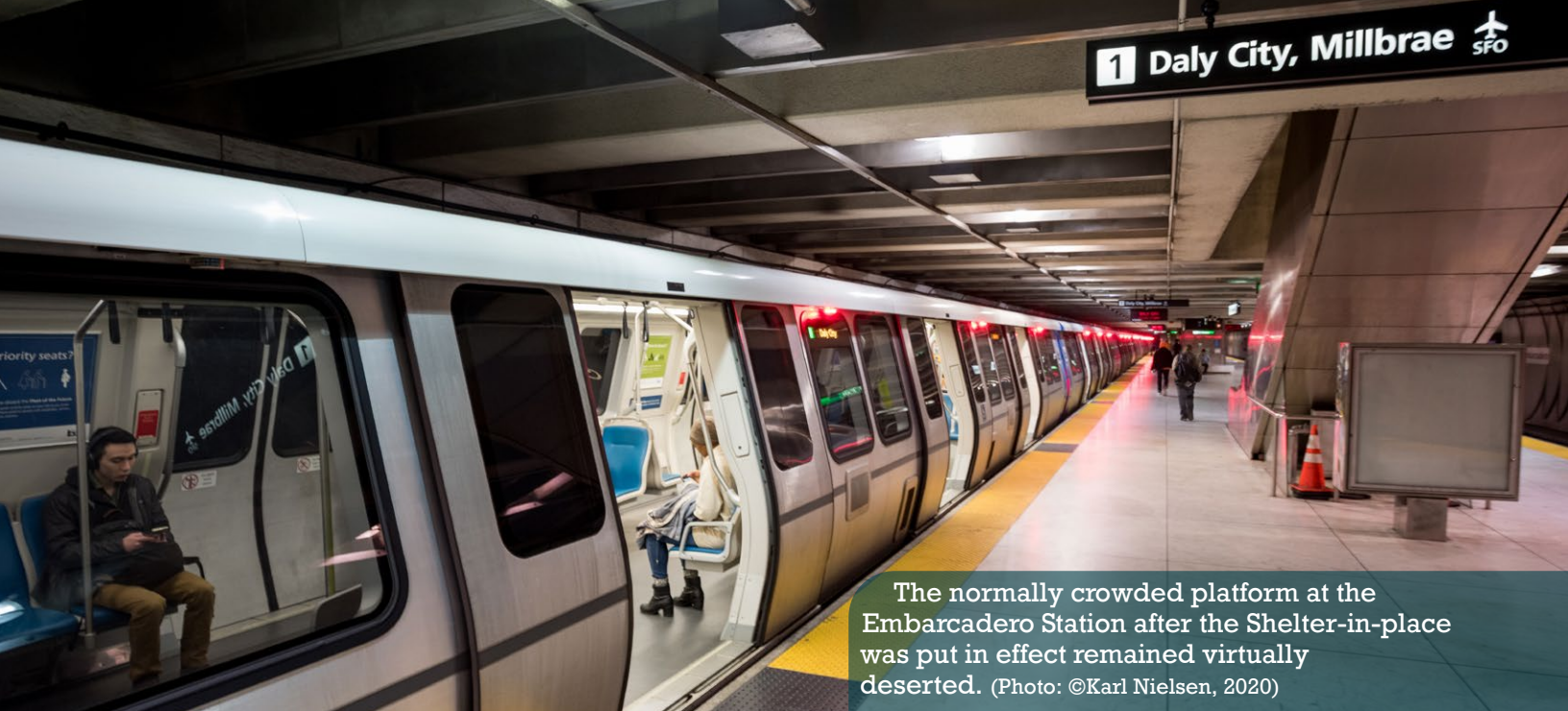
December 2023



METROPOLITAN
TRANSPORTATION
COMMISSION

Contents

| | |
|--|-----------|
| Introduction | 1 |
| Regional Efforts to Sustain Transit Service Prior to SB 125 | 4 |
| Bay Area Standardized Shortfalls | 5 |
| Regional Approach to Addressing Standardized Shortfalls | 6 |
| Future Service Level Projections | 8 |
| Next Steps | 10 |



Introduction

COVID-19's Lasting Impact on Transit

The effects of COVID-19 and the pandemic's associated changes to travel behavior introduced an immediate shock to transit operators throughout the state and have had long-lasting effects on transit ridership and revenue collection. Now, nearly four years after the implementation of COVID-19 Shelter-in-Place orders, the ridership and revenue collection landscape continues to evolve, but the challenges faced by operators remain severe.

One of the most tangible changes to daily life was the shift to remote work for those whose jobs were able to be done from home. In 2019, data from the American Community Survey suggest that around 6.5% of Bay Area employees worked from home on a typical workday. By 2021, that share spiked to 33% of employees primarily telecommuting, with that share decreasing slightly to 25% in 2022. This increase in remote work emptied trains and buses that previously had been filled with commuters. Bay Area operators that were geared toward transporting office workers to and from job centers in downtown San

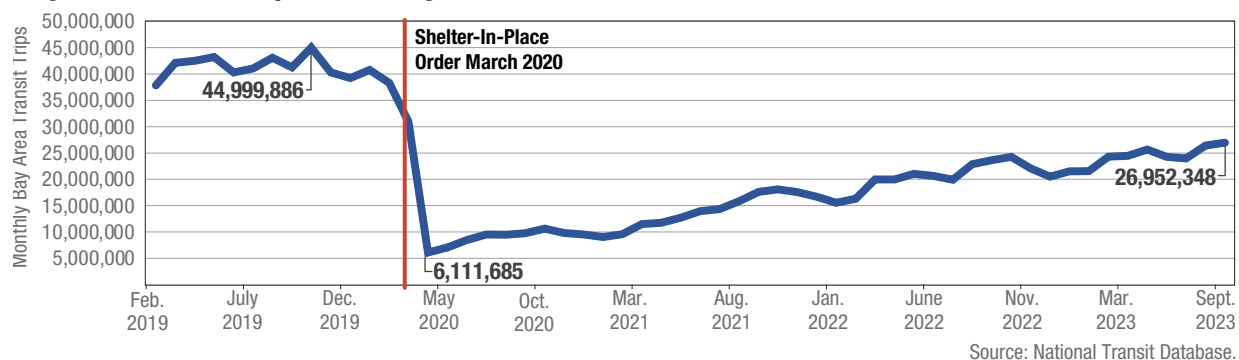
Francisco or the Peninsula were particularly impacted, though the effects were felt by all operators regardless of the market they serve.

Before COVID-19, Bay Area transit operators were serving around 40 million trips per month, a number that plummeted to 6 million trips in April 2020. Ridership slowly rebounded from this nadir, with Bay Area operators serving around 27 million trips in September 2023, representing a recovery to two-thirds of historic demand for transit. The future trajectory of ridership growth is unknown, but ridership is unlikely to fully recover in the short term given the continuing popularity of at-home work, persistent preferences for private transportation, and other legacies of the COVID-19 pandemic. While a complete recovery may be difficult to achieve within the next few years, opportunities exist to build ridership in the longer term through improvements to the transit system that enhance customer experience and competitiveness compared to other modes of travel.

Mirroring the trend in ridership changes over time, revenues that are correlated with

Introduction

Bay Area Ridership Recovery



ridership – including fares and parking fees – also decreased sharply during the early months of 2020. In addition to decreases in ridership, some operators temporarily provided service fare-free to reduce contact between transit personnel and passengers while also providing mobility free of charge for those in need. Fare and parking revenues remain significantly lower than pre-pandemic levels across all operators, meaning less revenue available to fund ongoing transit operations. Other operating revenues from tolls and taxes derived from robust tourism and downtown economic activities are also yet to return to pre-pandemic levels. The challenges posed by sustained declines in transit operating revenues are intensified by recent cost increases stemming from inflation, a constrained labor market, supply chain blockages, and other economic pressures.

Bay Area Response to Sustain and Improve Transit

Within the first few months of the COVID-19 pandemic, MTC and Bay Area operators formed the Blue Ribbon Transit Recovery Task Force, tasking the body with understanding the scale of the crisis facing Bay Area transit systems, guiding the distribution of federal COVID relief funds, and determining a plan to

re-shape the region's transit systems into a more efficient and customer-focused network. This group provided a forum for transit operators, labor representatives, equity advocates, environmental stakeholders, and other interested parties to regularly coordinate in response to rapidly changing conditions.

The Transit Recovery Task Force in July 2021 approved a list of 27 near-term actions to reform transit within the region, which formed the cornerstone of a formal Bay Area Transit Transformation Action Plan. To jumpstart the implementation of this plan, MTC assembled roughly \$150 million in funding from operator-controlled sources and regional revenues, representing the regional commitment to these transformative initiatives that span multiple operators' jurisdictions. Work is now underway to implement these initiatives, led by MTC's newly created Regional Network Management section in coordination with transit operators. In addition, MTC and transit operators identified safety and security as a key area of emphasis for continued ridership recovery. Operators are expanding the presence of police and unarmed ambassadors on transit and are deploying enhanced cleaning procedures on vehicles and in stations.

MTC also has acted to improve the



coordination of investments in major transit capital enhancements. The Commission's Major Project Advancement Policy established a framework for prioritizing, building and delivering the next generation of major Bay Area projects, balancing competing priorities in an environment of limited funding availability. The Major Project Advancement Policy leverages analysis from Plan Bay Area 2050, the Bay Area's Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) to prioritize projects that are resilient to uncertainty and advance equity.

The policy prioritizes projects that already have amassed significant funding commitments from federal, state, or local sources. High-priority capital projects within the Major Project Advancement Policy include BART's Core Capacity initiative and BART to Silicon Valley Phase II.

These regional coordination efforts, together with slow but consistent growth in office commuting and other discretionary travel demand, have driven recent ridership recovery, yet challenges persist. As federal COVID relief funds for transit operations dwindle and fare revenue remains far below pre-pandemic levels, the need for new or enhanced revenue sources is evident. SB 125 provides critical gap funding to keep transit operators solvent through 2026, but the need remains for permanent support for transit operations in order to meet state climate and equity goals.

Regional Efforts to Sustain Transit Service Prior to SB 125

Approaches to Increase Revenue for Transit Operations

Bay Area transit operators have leveraged recent increases in Transportation Development Act (TDA) and State Transit Assistance (STA) revenues stemming from higher than anticipated fuel sales tax revenue. These revenues have provided a critical source of funding for operating, and to a lesser extent, capital expenditures, helping operators to weather contemporaneous increases in expenses due to factors such as inflation and supply chain blockages. If TDA and STA revenues had not kept pace with the cost increases, operators would have been forced to draw down on their federal COVID relief funds more quickly or otherwise consider reducing service or making other tradeoffs to reduce non-fixed expenses.

Additionally, Bay Area residents have approved multiple ballot measures to increase funding for transit operations at the county and regional levels over the past few years. Regional Measure 3, approved by residents of the nine-county Bay Area in 2018, approved three \$1 toll increases on Bay Area bridges to be phased in over a five-year period. In Fiscal Year (FY) 2022-23, Regional Measure 3 generated roughly \$34 million for operations of the Salesforce Transit Center Transbay Terminal and ongoing ferry and express bus operations. Local-level ballot measures such as Caltrain Measure RR (approved in 2020) and San Francisco Proposition L (approved in 2022) were approved following the onset of the COVID-19 pandemic to provide infusions of funding for transit operations and state of good repair projects.

Federal monies have also played a critical role in supplying revenue for transit operations nationwide. Early in the pandemic, federal

COVID-19 relief funds provided bridge funding to sustain transit service through the most severe periods of revenue loss. Funding from the 2021 Infrastructure Investment and Jobs Act (IIJA) has provided further assistance, supporting capital investments in transit infrastructure so that operators may dedicate flexible funding sources toward operations.

Approaches to Reduce Transit Operating Expenses

Over the past few years, Bay Area transit operators have implemented a number of approaches to mitigate operating shortfalls by reducing expenses without compromising on service quality or safety. Early in the pandemic, operators acted to right-size service to meet reduced demand while still providing lifeline service to frontline workers and other transit-dependent customers. Today, Bay Area operators have restored the vast majority of service, with some operators taking the opportunity to redeploy service to more efficiently meet changing demand patterns.

Bay Area transit operators have also reconsidered capital expenditures in light of diminished operating revenues, deferring or eliminating capital projects where possible to increase the amount of TDA, STA, and other local revenues available for operating purposes. However, operators still face significant state of good repair needs, and these critical projects to ensure the safety and continued operations of transit cannot be deferred indefinitely. Furthermore, delaying capital projects risks increasing project costs in the long-term, particularly in today's inflationary environment.



(Image courtesy of Caltrain)

Bay Area Standardized Shortfalls

To inform the proposed distribution of SB 125 funding, MTC and Bay Area transit operators embarked on a monthslong collaborative effort to understand the factors contributing to the operating shortfalls and produce a set of standardized shortfalls using consistent assumptions across operators. The shortfalls referenced in this report are the standardized shortfalls produced using a regionally consistent methodology specified by MTC, and may not reflect the full extent of each operator's need. However, the standardized shortfalls do allow the operators' shortfalls to be assessed on a level footing and bring the shortfalls to a manageable level that can be addressed by the SB 125 funding available to the Bay Area.

Consistent with the SB 125 Guidelines, the standardized shortfalls reflect the expenses needed to maintain 2022 service levels with

no further restoration or expansion of service. Bay Area operators provided roughly one million more revenue vehicle hours of service in 2023 than they did in 2022, so the standardized shortfalls do not fully capture the funding needed to maintain today's level of service, much less to continue to increase service to recruit and retain passengers. The standardized shortfalls also assume a consistent 2.7% annual inflation rate to be applied to non-labor expenses, a 2.7% annual growth in TDA and STA revenue, and the deferral of deferrable operating to capital transfers.

The standardized shortfalls for FY2023-24 through FY2025-26 are summarized below in Table 1.

Table 1. Standardized Shortfalls (Amounts Shown in Thousands)

| Operator | FY2023-24 | FY2024-25 | FY2025-26 | TOTAL (\$) | TOTAL (%) |
|----------------------------|------------|------------------|------------------|------------------|-------------|
| BART | \$0 | \$58,211 | \$293,837 | \$352,048 | 45% |
| SFMTA | \$0 | \$99,477 | \$209,328 | \$308,805 | 40% |
| Golden Gate Transit | \$0 | \$2,838 | \$38,263 | \$41,101 | 5% |
| AC Transit | \$0 | \$4,000 | \$28,569 | \$32,569 | 4% |
| Caltrain | \$0 | \$0 | \$25,449 | \$25,449 | 3% |
| ACE | \$0 | \$1,777 | \$1,829 | \$3,605 | <1% |
| WestCAT | \$0 | \$0 | \$3,113 | \$3,113 | <1% |
| NVTA | \$0 | \$1,485 | \$966 | \$2,450 | <1% |
| LAVTA | \$0 | \$897 | \$1,392 | \$2,289 | <1% |
| SolTrans | \$0 | \$0 | \$2,036 | \$2,036 | <1% |
| ECCTA | \$0 | \$503 | \$238 | \$741 | <1% |
| Bay Area Total | \$0 | \$169,187 | \$605,020 | \$774,207 | 100% |

Note: Numbers may not sum due to rounding.

Regional Approach to Addressing Standardized Shortfalls

SB 125 Utilization Strategy

SB 125 will provide roughly \$1.1 billion in funding for the Bay Area between FY2023-24 and FY2026-27. MTC developed its strategy to apportion this funding to capital and operating purposes based on regular consultation with Bay Area transit operators and in accordance with the legislative intent of SB 125.

Capital Investments

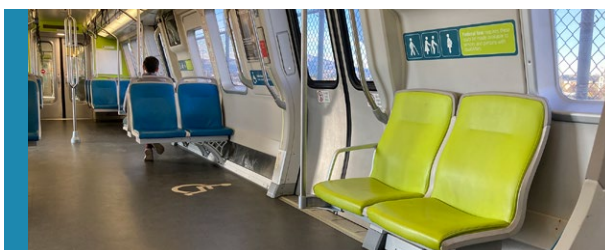
MTC has committed a combined \$725 million in the Transit and Intercity Rail Capital Program (TIRCP) funding that was distributed by formula as part of the FY 2023-24 state budget (with half to be provided in FY 2024-25) to two existing TIRCP projects to enhance and expand BART, a key component of MTC's regional rail network. BART represents an important regional rail spine, linking five Bay Area counties and currently serving over 4 million trips per month.

TIRCP capital funds from SB 125 will support the BART Core Capacity and BART to Silicon Valley Phase II projects. Prioritizing these two investments is consistent with MTC's longstanding advocacy for advancing these critical projects, and could unlock \$6 billion to \$8 billion in federal funding. Both the BART

Core Capacity project and Phase II of BART to Silicon Valley are essential to region's long-term strategy to grow transit ridership by incentivizing high-density housing and commercial development near BART stations; increasing reliability on existing BART lines; and extending BART to serve new destinations in jobs- and housing-rich areas in Santa Clara County.

Operating Investments

While the Bay Area has significant needs related to the zero-emission transit transition, MTC's priority is to retain service until more sustainable long-term funding solutions are identified. Understanding that the shortfalls forecast by Bay Area transit operators represent an existential threat to continued transit service, MTC will prioritize all of its Zero Emission Transit Capital Program (ZETCP) funding — and all but \$2 million of its remaining TIRCP funding — for operations. In total, MTC will make \$446 million in SB 125 funding available for transit operations, leveraging the standardized shortfalls as the framework to guide the Commission's distribution of operating funds between Bay Area transit agencies.



Project: **BART Core Capacity**

Sponsor: **BART**

Funding: **\$350M** (TIRCP)

Description: Modernize key components of BART's infrastructure to increase frequency and reliability. Core Capacity will upgrade BART's traction power and train control systems and support new rail cars and a new storage yard.



Project: **BART to Silicon Valley Phase II**

Sponsor: **VTA**

Funding: **\$375M** (TIRCP)

Description: Extend BART from its current terminus at Berryessa Station in northern Santa Clara County to connect to jobs and housing centers in downtown San Jose.

Table 2. Funding Plan to Cover Standardized Shortfalls (Amounts Shown in Thousands)

| | FY 2023-24 | FY 2024-25 | FY 2025-26 | TOTAL |
|--|------------|------------------|------------------|------------------|
| Standardized Regional Shortfall | \$0 | \$169,187 | \$605,020 | \$774,207 |
| SB 125 Funding: ZETCP for Operations* | \$0 | \$125,079 | \$276,591 | \$401,669 |
| SB 125 Funding: TIRCP for Operations | \$0 | \$44,109 | \$0 | \$44,109 |
| Regional Contribution** | \$0 | \$0 | \$300,000 | \$300,000 |
| TIRCP Interest | \$0 | \$0 | \$28,429 | \$28,429 |

Note: Numbers may not sum due to rounding

* Funding framework includes roughly \$84 million in FY2026-27 ZETCP funding shown in FY2025-26

** Regional funding contribution subject to future Commission action

Support for Regional Network Management Staffing

MTC will use the remaining \$2 million in SB 125 funding from TIRCP to support Regional Network Management and oversee implementation of the Bay Area Transit Transformation Action Plan. These activities in support of ridership recovery and retention will be further documented in the Long-Term Financial Plan required under SB 125.

Regional Funding Contribution to Support Transit Operations

With a standardized shortfall of \$774 million, the \$446 million in TIRCP and ZETCP made available for operating assistance falls far short of the total need under standardized assumptions. In discussions with state legislators leading up to the state budget funding for transit operations, MTC leadership indicated the potential to contribute up to \$300 million from a menu of funding sources to help address this gap.

Assembling this regional contribution will require tradeoff discussions related to shifting funding from future use for transit capital maintenance, regional coordination programs, or local implementation of transportation and land use strategies identified in MTC's Regional Transportation Plan/Sustainable

Communities Strategy to transit operations. Sources under consideration include unprogrammed Federal Transit Administration (FTA) formula funds, eligible bridge tolls, population-based State Transit Assistance funds, and federal highway funds that are suballocated to MTC and support MTC's One Bay Area Grant program. MTC has identified a maximum of \$300 million in currently unprogrammed funds that could be redirected to operations, meaning no existing funding commitments or future programming would be affected.

In addition to the envisioned \$300 million in regional funding for transit operations, MTC anticipates that TIRCP funding could generate significant interest earnings. Project delivery schedules indicate that TIRCP capital funding will be drawn down slowly over time, enabling MTC to invest these funds in accordance with the SB 125 Guidelines. MTC envisions using around \$28 million in interest generated by TIRCP funding to fully fund the standardized shortfalls through the end of FY2025-26. Table 2 provides a detailed breakdown of the projected shortfalls from FY2023-24 to FY2025-26 and MTC's plan to fully cover the shortfalls using a combination of ZETCP operating funds, TIRCP operating funds, regional sources, and interest earned on TIRCP capital funds held by MTC.



Future Service Level Projections

Conditions if Shortfalls are Not Addressed

If left unaddressed, the near-term operating shortfalls will require operators to make difficult decisions, further deferring capital investments in maintaining transit assets and reducing service levels to lower expenses to within forecasted revenue envelopes. Using financial data provided by operators, MTC prepared the following estimates of the impacts to service if shortfalls were not addressed, as well as the service retained with the contribution of funding from TIRCP and ZETCP.

The table below summarizes the impacts to service associated with the forecasted shortfalls for FY2024-25 and FY2025-26, compared to the 2022 service level baseline prescribed by SB 125. Because there is no shortfall projected for FY2023-24, operators would be able to provide service hours equal to or greater to 2022 levels.

Regionwide, MTC estimates Bay Area transit operators would need to cut service by over 800,000 hours (15%) relative to 2022 service levels in FY2024-25 and over two million hours (36%) in FY2025-26 if the shortfalls are

Table 3. MTC-Projected Service Cuts if Shortfalls Are Not Addressed

| Operator | FY2021-22 Revenue Vehicle Hours (Baseline) | FY2024-25 Projected Hours at Risk of Elimination | FY2025-26 Projected Hours at Risk of Elimination |
|-----------------------|--|--|--|
| SFMTA | 2,866,031 | 747,876 | 1,532,366 |
| AC Transit | 1,726,455 | 23,850 | 164,640 |
| BART* | 284,100 | 40,726 | 199,866 |
| Golden Gate Transit | 199,896 | 4,814 | 2,221 |
| LAVTA | 131,703 | 4,975 | 65,779 |
| NVTA | 125,121 | 5,562 | 8,244 |
| SolTrans | 108,423 | 12,790 | 8,101 |
| ECCTA | 100,714 | 0 | 13,192 |
| WestCAT | 92,000 | 0 | 23,545 |
| Caltrain* | 47,412 | 0 | 8,262 |
| ACE* | 20,455 | 2,952 | 2,930 |
| Regional Total | 5,702,310 | 843,545 | 2,029,145 |

Note: numbers may not sum due to rounding

* Train hours

Table 4. MTC-Projected Service Supported by SB 125

| Operator | FY2024-25 Revenue Vehicle Hours | | FY2025-26 Revenue Vehicle Hours | |
|----------------------------|--|--|--|--|
| | Projected Hours at Risk of Elimination | Projected Hours Retained by SB 125 Funds | Projected Hours at Risk of Elimination | Projected Hours Retained by SB 125 Funds |
| SFMTA | 747,876 | 747,876 | 1,532,366 | 699,405 |
| AC Transit | 23,850 | 23,850 | 164,640 | 75,145 |
| BART* | 40,726 | 40,726 | 199,866 | 91,223 |
| ECCTA | 4,814 | 4,814 | 2,221 | 1,014 |
| Golden Gate Transit | 4,975 | 4,975 | 65,779 | 30,023 |
| LAVTA | 5,562 | 5,562 | 8,244 | 3,763 |
| NVTA | 12,790 | 12,790 | 8,101 | 3,697 |
| SolTrans | 0 | 0 | 13,192 | 6,021 |
| WestCAT | 0 | 0 | 23,545 | 10,746 |
| Caltrain* | 0 | 0 | 8,262 | 3,771 |
| ACE* | 2,952 | 2,952 | 2,930 | 1,337 |
| Regional Total | 843,545 | 843,545 | 2,029,145 | 926,146 |

Note: Numbers may not sum due to rounding

* Train hours

not addressed. Service cuts would be particularly severe for agencies such as BART and SFMTA that have large total shortfalls.

The need for such significant cuts could force operators to eliminate service on nights and weekends when ridership is relatively lower, negatively affecting off-peak travelers who are more likely to have low incomes and to be transit dependent, or to eliminate lower productivity routes. In addition to these negative equity impacts, service cuts would further reduce the attractiveness of transit, leading to more auto use for those with access to a car and lower accessibility to important destinations like work, education, or healthcare for all residents.

Service Retained Using SB 125 Funds

As outlined in Table 2, operations funding from TIRCP and ZETCP is sufficient to fully cover standardized shortfalls in FY2024-25 and would address 46% of the standardized shortfalls in FY2025-26. MTC envisions that regional funding and TIRCP interest would be used to fund the remaining standardized shortfall in FY2025-26.

Table 4 summarizes MTC's estimates of the number of service hours that would be retained by Bay Area operators using SB 125 funding, relative to the hours projected to be eliminated if shortfalls are not addressed detailed in Table 3. Thanks to SB 125, Bay Area operators are projected to retain over 800,000 service hours in FY2024-25 and more than 900,000 service hours in FY2025-26. The remaining service hours at risk of elimination in FY2025-26 would be retained using regional funds and TIRCP interest earnings.

Next Steps

The much-needed gap funding provided by SB 125 gives Bay Area transit operators and MTC additional time to advance customer-focused efficiency and customer experience enhancements to attract riders back to transit, while simultaneously reorganizing for efficiency and capacity and exploring alternatives to financial sustainability such as new revenue sources for transit operations.

Regional SB 125 Accountability Measures

In addition to the accountability measures established in SB 125, MTC established a set of regional accountability measures to provide incentives for operators to enhance efficiency and improve the customer experience. For all operators receiving funding, these requirements will include participation in ongoing Transit Transformation Action Plan initiatives,

| Operator | Accountability Requirement |
|----------------------------------|--|
| All Operators | <ul style="list-style-type: none"> • Active Participation in: <ul style="list-style-type: none"> • Regional Network Management Council and advancement of the initiatives in the Transit Transformation Action Plan. • Transit Fare Policy and Integration Pilots • Mapping and Wayfinding – Prototype and regional standards development • Accessibility – Support for county-based mobility management efforts, and regional and local efforts to improve ADA paratransit service • Schedule Coordination – Participation in short-term and longer-term strategies to improve connections • General Transit Feed Specification (GTFS) – Perform audit to identify quality of delivery and usage |
| AC Transit | <ul style="list-style-type: none"> • Report on interim findings from “Realign” project and how effort could increase ridership |
| Golden Gate Transit | <ul style="list-style-type: none"> • Active participation and collaboration in efforts to optimize North Bay transit service. |
| BART | <ul style="list-style-type: none"> • Implementation of new fare gates systemwide to meet end of 2025 completion timeline. |
| SFMTA | <ul style="list-style-type: none"> • Report on fare collection procedures and opportunities for reducing fare evasion |
| BART, SFMTA, and Caltrain | <ul style="list-style-type: none"> • Report on effectiveness of Ambassador/Crisis Prevention program(s) and recommendations for improvement and/or expansion, and assessment of opportunities for coordination with connecting agencies |



MTC will require active participation in innovative transit fare integration pilots and other regional initiatives in order to receive SB 125 funds.

(Photo: ©Noah Berger, 2023)

and implementation of schedule coordination and real-time transit data improvements. Other accountability requirements are specific to individual operators and center around safety and security, fare-evasion reduction, and comprehensive service improvements. Operators will be required to satisfy or make significant progress toward these accountability measures in order to receive SB 125 funds.

Ridership Recovery: Transit Transformation Action Plan Implementation and Regional Network Management

MTC and regional transit stakeholders will remain focused on opportunities to improve coordination across operators and to enhance service, including considering the potential for service restructuring and the elimination of service redundancies. The Transit Transformation Action Plan will guide the process for implementing improvements to customer experience and efficiency of transit service. Activities are organized around five thematic areas: fares and payment; customer information; transit network; funding; and accessibility. The Transit Transformation Action Plan also lays the groundwork for MTC's Regional Network Management (RNM) framework, which was approved by the Commission in February 2023 and is currently

being rolled out by MTC and transit operators.

Over summer and fall 2023, MTC facilitated the establishment of three bodies – each with their own purpose – to guide regional network management activities and provide forums dedicated to regional transit coordination. The MTC Operations Committee transitioned to the RNM Committee in July 2023, adding ex-officio members that represent transit agency boards and the State and taking on the additional responsibility of guiding regional network management activities. Shortly after, the RNM Customer Advisory Group – which provides diverse customer perspectives to help shape regional transit policy and implementation – held its first meeting in October 2023. Finally, the RNM Council, comprised of MTC and transit agency executives with expertise in transit operations, held its inaugural meeting in November 2023. Members of the RNM Council bring a deep understanding of transit operations; can represent the interests of their stakeholders; deliver critical input on regional transit policies; develop actionable implementation plans; and provide regional leadership. The RNM Council's work plan, currently under development, is anchored in the Transit Transformation Action Plan and focuses on initiatives that will provide tangible outcomes for riders.



Considering opportunities for service restructuring and eliminating service redundancies will require more information-gathering, analysis and coordination with relevant stakeholders. Within the Transit Transformation Action Plan, several near-term priorities were identified, including: developing a Connected Network Plan (currently underway through the Transit 2050+ initiative); providing funding for Sonoma, Solano and Contra Costa counties to complete their Integration Efficiencies initiatives; furthering the availability and reliability of regional real-time transit data (which facilitates both better customer information and better data to inform service restructuring); and improving regional paratransit trips through one-seat ride pilot projects and better coordination on cross jurisdictional paratransit trips. Concurrently, operators have worked together to advance bid alignment and targeted schedule coordination efforts to reduce transfer wait times.

The Transit 2050+ initiative, a priority identified in both the Transit Transformation Action Plan and the Plan Bay Area 2050 Implementation Plan, will produce a first-of-its-kind roadmap to re-envision the future Bay Area public transit network. This effort will consider various capital enhancement

projects and options to realign existing transit service, weighing the cost effectiveness and equity outcomes of candidate projects. Together, the project management team comprised of MTC and transit operator representatives will put forward a comprehensive, fiscally constrained set of prioritized projects to be advanced between now and 2050.

The aforementioned efforts to improve the efficiency of transit delivery are complemented by a host of initiatives identified in the Transit Transformation Action Plan that focus on the transit customer experience. Recent milestones include pilot phases of innovative fare products such as the Clipper BayPass institutional pass for colleges, universities, and employers; preparatory work to inform a potential free transfer pilot; coordination with transit operators to identify congestion hotspots where transit priority investments can help transit to run more quickly; and work to inform the future development of consistent regional mapping and wayfinding standards.

Potential Regional Transportation Revenue Measure

Starting in FY 2026-27, in order for Bay Area operators to provide 2022 service levels upon which the standardized shortfalls and SB 125 funding framework are based (let alone sustain higher current levels of service) additional revenues will be needed to supplement the state and regional contribution considered in this report. Recognizing the need for additional long-term sources of revenue to support transit operations – including but not limited to resources generated at the regional level – the Commission directed staff to explore the potential for a 2026 regional transportation revenue measure.

MTC staff have conducted multiple rounds of stakeholder engagement, completed two rounds of public polling on Bay Area voters' priorities concerning transportation, and conducted public engagement activities in all nine counties to better understand residents' priorities for a future transportation measure.

Based on this feedback, staff identified four potential expenditure priorities for the regional measure: transit transformation (including support for operations); safe streets; connectivity; and climate resilience. Together, this suite of enhancements will build toward a regional transportation system that is more equitable, resilient, and climate-friendly for the years to come.

Simultaneously, MTC has engaged with an outside consultant to assess a variety of potential revenue generation options, including a sales tax, an income tax, and a payroll tax. MTC commissioned a poll of registered voters that will assess voters' attitudes toward a transportation revenue measure using each of these three revenue

generation mechanisms with rates set at a level that would generate approximately \$1 billion annually for transportation.

MTC anticipates leveraging the findings of this poll to put forward a proposed outline of legislation that would enable a regional transportation revenue measure to be put on the ballot for Bay Area voters' consideration as early as 2026. Should a measure be approved in 2026, revenue generation likely would not begin until 2027, leaving a gap between the depletion of SB 125 funding and the start of revenue generation from this new source of funding. More work will be needed to identify additional funding to address operators' anticipated shortfalls during this intermediary time period, such as existing operator reserves, or augmentations of local, regional, or state support.



(Photo: Courtesy of VTA)

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SB 125 Funding to Address Transit Operating Shortfall: Short-Term Financial Plan Approval and Next Steps

**Programming & Allocations Committee Meeting –
December 13, 2023**



Upcoming Milestones



MTC and operators working simultaneously to implement customer-focused improvements in line with Transit Transformation Action Plan

Recap of November Action Adopting MTC Resolution No. 4619



Approve principles to inform distribution of SB 125 funding



Approve funding distribution framework



Approve regional and operator-specific accountability measures



Require transit agency board action to affirm commitment to accountability measures

Next Milestone: Short-Term Plan and Data Submittal

Due December 31, 2023 for
FY2023-24
Allocation

Revised and
resubmitted on a
rolling basis to
receive funding
in future years

Short-Term Financial Plan (Through FY 25-26)

- Regional strategy for using SB 125 funding for capital versus operating purposes
- Identification of regional funding contribution to address funding gap
- Operator-level distribution of SB 125 funding
- Description of benefits of SB 125 funding (e.g., ridership, equity, service hours)

Regional Transit Operator Data

- Information on asset management, revenue collection, and safety expenditures
- Summary of current and planned service
- Opportunities for enhanced coordination and customer-focused improvements
- Monthly ridership data posted to the MTC website

Long-Term Financial Plan

- Demonstration of implementation of ridership recovery strategies
- 5-year forecast of operating funding requirements

Due June 2026

SB 125 Funding Averts Significant Near-Term Service Cuts

- SB 125 state and regional funds are sufficient to fully cover the standardized shortfalls, avoiding projected cuts to service through FY25-26
- In total, SB 125 state and regional funds would retain:
 - Over 800,000 service hours in FY24-25
 - Over 2 million service hours in FY25-26
- If the shortfalls are not addressed, MTC estimates the region would need to make significant service cuts to operate within available revenues



Image Credit: Noah Berger

Regional Accountability Measures

| Operator | Customer Service and/or Efficiency Enhancements |
|---------------------------|---|
| All Operators | <ul style="list-style-type: none"> Active Participation in: <ul style="list-style-type: none"> RNM Council and advancement of the initiatives in the TTAP. Transit Fare Policy and Integration Pilots Mapping and Wayfinding – Prototype and regional standards development Accessibility – Support for county-based mobility management efforts, and regional and local efforts to improve ADA paratransit service Schedule Coordination – Participation in short-term and longer-term strategies to improve connections General Transit Feed Specification (GTFS) – Perform audit to identify quality of delivery and usage |
| AC Transit | <ul style="list-style-type: none"> Report on interim findings from “Realign” project and how effort could increase ridership |
| Golden Gate | <ul style="list-style-type: none"> Active participation and collaboration in efforts to optimize North Bay transit service. |
| BART | <ul style="list-style-type: none"> Implementation of new fare gates systemwide to meet end of 2025 completion timeline. |
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| BART, SFMTA, and Caltrain | <ul style="list-style-type: none"> Report on effectiveness of Ambassador/Crisis Prevention program(s) and recommendations for improvement and/or expansion, and assessment of opportunities for coordination with connecting agencies |

SB 125 Implementation Process

- **Operator-Level Funding Confirmation and Allocation**
 - In February, the FY 2025 Fund Estimate will confirm FY2024-25 operator funding maximums
 - MTC will work with operators to confirm needs for FY2025-26 and make revisions to the funding framework included in MTC Resolution No. 4619 as appropriate
 - The FY 2026 Fund Estimate will confirm FY2025-26 operator funding maximums
- **Accountability Progress Assessment**
 - Operators will claim SB 125 funds through established process for claiming other transit operating revenues
 - Board approval of claim and acknowledgement of accountability requirements
 - Claim includes required reporting on progress toward performance measures
 - MTC to determine satisfactory progress on accountability measures. Specific remedies may be recommended, and funding may be withheld until progress is made

Staff Recommendation and Next Steps

Recommended Action

- Refer Short-Term Financial Plan for the MTC region to the Commission for approval, which staff will transmit to CalSTA by the December 31, 2023 deadline

Next Steps

- Pending CalSTA review, SB 125 funding should begin flowing to MTC by April 2024
- Funding distributions contained in MTC Resolution 4619 are contingent on future evaluations by MTC of transit operating shortfalls and may be updated with Commission approval
- Programming and allocation of state and regional contribution funds in alignment with MTC Resolution 4619 will be conducted as separate actions
- Should alternate revenue be identified to address transit operating needs, staff will return with any necessary revisions to the regional funding contribution.



Metropolitan Transportation Commission

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San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-1443 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 11/3/2023 **In control:** Programming and Allocations Committee
On agenda: 12/13/2013 **Final action:**
Title: MTC Resolution No. 4603, Revised. Regional Transportation Improvement Program (RTIP) Policies and Procedures and Program of Projects for the 2024 RTIP

Updates to the 2024 Regional Transportation Improvement Program (RTIP) Policies and Procedures and Program of Projects for the 2024 RTIP, totaling \$226 million in new programming for the Bay Area.

Sponsors:

Indexes:

Code sections:

Attachments: [11b 23-1443 Summary Sheet 2024 RTIP Program of Projects Revisions.pdf](#)
[11b 23-1443 Attachment 1 MTC 2024 RTIP Summary.pdf](#)
[11b 23-1443 Attachment 2 MTC 2024 RTIP Programming Summary Charts.pdf](#)
[11b 23-1443 Attachment 3 Summary 2024 RTIP Changes.pdf](#)
[11b 23-1443 Attachment 4 MTC Resolution 4603.pdf](#)
[4a 23-1443 Summary Sheet 2024 RTIP Program of Projects Revisions.pdf](#)
[4a 23-1443 Attachment 1 MTC 2024 RTIP Summary.pdf](#)
[4a 23-1443 Attachment 2 MTC 2024 RTIP Programming Summary Charts.pdf](#)
[4a 23-1443 Attachment 3 Summary 2024 RTIP Changes.pdf](#)
[4a 23-1443 Attachment 4 MTC Resolution 4603.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------------|------|---------------------------------------|--------|--------|
| 12/13/2023 | 1 | Programming and Allocations Committee | | |

Subject:

MTC Resolution No. 4603, Revised. Regional Transportation Improvement Program (RTIP) Policies and Procedures and Program of Projects for the 2024 RTIP

Updates to the 2024 Regional Transportation Improvement Program (RTIP) Policies and Procedures and Program of Projects for the 2024 RTIP, totaling \$226 million in new programming for the Bay Area.

Presenter:

Karl Anderson

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****December 13, 2023****Agenda Item 4a - 23-1443****MTC Resolution No. 4603, Revised**

Subject:

Updates to the 2024 Regional Transportation Improvement Program (RTIP) Policies and Procedures and Program of Projects for the 2024 RTIP, totaling \$226 million in new programming for the Bay Area.

Background:

MTC is responsible for developing the region's funding priorities for the RTIP and submitting the proposed projects to the California Transportation Commission (CTC) for adoption into the State Transportation Improvement Program (STIP). MTC approved Resolution No. 4603 in September, which established policies, procedures, project criteria, schedule, and funding targets for the 2024 RTIP. This revision to the resolution adopts MTC's program of projects due to the CTC by December 15, 2023; the CTC will adopt the 2024 STIP in March 2024.

The 2024 STIP covers the fiscal years 2024-25 through 2028-29 and provides about \$214 million in new programming capacity to the nine-county MTC region. The Bay Area County Transportation Agencies (CTAs) submitted their final project nominations to MTC in November, which included updates to existing project funding plans and schedules.

Policies and Procedures Updates

Staff proposes two revisions to the 2024 RTIP Policies and Procedures. First to update the County Programming Priorities for San Francisco County to reflect the County's deviation from the original commitment fulfillment plan. As a part of the final RTIP project submittal, San Francisco County elected to deviate from the original commitment plan, in favor of the Caltrain Downtown Extension to Transbay Transit Center project over the remaining commitments to the Central Subway and the Bay Area Forward/Express Lane Program projects. The Caltrain Downtown Extension to Transbay Transit Center project team must demonstrate a full funding plan for the project as a prerequisite for meeting the Federal Transit Administration's (FTA) Capital Investment Grant engineering phase requirements. MTC staff recognizes this change as an efficient use of available programming capacity and concurs with advancing the Downtown

Extension project. Second, staff proposes to update the Transit-Oriented Communities (TOC) Policy language to align with the final draft guidance, requiring project sponsors to comply with relevant TOC Policy requirements before MTC adoption of the 2026 STIP. As stated in the final draft TOC guidance, MTC will provide an online submission form to streamline the process for local jurisdictions to demonstrate compliance with TOC Policy requirements and technical support from MTC to assist with the compliance process will begin in 2024.

2024 RTIP Program of Projects Highlights

The table below summarizes MTC's proposed RTIP programming by county. The table also identifies MTC's regional programming capacity of \$46 million, which the Commission reserved for Housing Incentive Pool (HIP) Program. Since HIP results will not be finalized until the spring and the next opportunity to program HIP projects in the STIP would be as part of the 2026 RTIP, staff recommends fully programming the \$46 million regional set aside this cycle to expedite the programming and delivery of HIP projects. Attachments 1, 2, and 3 include additional discussion and analysis of MTC's proposed 2024 RTIP.

| County All Figures in \$1,000s | New Programming Target (a) | Regional Programming Capacity | New Proposed Programming (c) | Programming Balance (a+b-c) |
|---|---|--|---|--|
| Alameda | \$59,173 | \$5,063 | \$64,236 | \$0 |
| Contra Costa | \$12,064 | \$31,090 | \$43,154 | \$0 |
| Marin | \$394 | \$571 | \$965 | \$0 |
| Napa | \$256 | \$376 | \$2,632 | (\$2,000) |
| San Francisco | \$36,042 | \$1,548 | \$37,590 | \$0 |
| San Mateo | \$37,402 | \$1,598 | \$36,680 | \$2,320 |
| Santa Clara | \$18,311 | \$3,632 | \$21,943 | \$0 |
| Solano | \$686 | \$945 | \$1,631 | \$0 |
| Sonoma | \$16,322 | \$1,177 | \$17,465 | \$34 |
| Total | \$180,650 | \$46,000 | \$226,296 | \$354 |

Senate Bill 1 Competitive Programs Match

Two projects are being proposed in the 2024 RTIP to match proposed 2024 Cycle 4 SB1 competitive program nominations. The Alameda County Transportation Commission (ACTC) proposes \$35.3 million for the Oakland Alameda Access project; San Mateo County Transportation Authority (SMCTA) proposes \$30.7 million for the US 101 Managed Lanes – Route 380 to SF County Line project. Note that programming STIP funds to these SB1 candidate projects does not prejudice MTC’s SB1 project selection process, expected in Spring 2024. If an SB1 nomination is not awarded funding, MTC may propose substitute STIP projects to replace STIP funds matching unsuccessful nominated projects. MTC staff will work with the unsuccessful county(ies) to identify replacement STIP projects and may return to this committee to approve the change(s) via STIP amendment.

County Share Advancements

Only the Napa Valley Transportation Authority (NVTa) requested advancing RTIP funds for the 2024 RTIP. NVTa requests \$2 million to the construction phase of the Napa Valley Vine Trail: St. Helena to Yountville (Vine Trail) project. The programming request is a result of the STIP project savings from the SR-29/12/221 Soscol Junction project, which returned to the county’s STIP share for future programming. Of the \$5.1 million in savings from Soscol Junction, NVTa requested \$3.1 million to repay the county’s negative RTIP balance and \$2 million to be programmed to Napa County’s Napa Valley Vine Trail: St. Helena to Yountville project. The proposed county share advancement is consistent with commission action in June 2022, and staff expects the advancement to be repaid in full through new funding available in the 2026 STIP.

Issues:

None

Recommendations:

Refer MTC Resolution No. 4603, Revised to the Commission for approval, and direct staff to transmit the draft RTIP list to the California Transportation Commission after Committee referral.

Attachments:

- Attachment 1: MTC 2024 RTIP Summary
- Attachment 2: MTC 2024 RTIP Programming Summary Charts
- Attachment 3: Summary of 2024 RTIP Changes to Existing Projects
- Attachment 4: MTC Resolution No. 4603, Revised



Andrew B. Fremier

Attachment 1: MTC's 2024 Regional Transportation Improvement Program Summary

Funding and Significant Projects

The 2024 State Transportation Improvement Program (STIP) Fund Estimate identifies roughly \$214 million in new programming capacity for the Bay Area. Seven of the nine Bay Area counties propose new projects for RTIP funding, while Marin and Solano Counties only proposed programming planning, programming, and monitoring funding since both counties do not have new programming capacity due to prior STIP advances.

Each County Transportation Agency (CTA) provided MTC with its final project listing by November 1. The full listing of projects is included in Attachment B to MTC Resolution No. 4603, Revised. Table 1 below shows proposed 2024 RTIP projects requesting over \$5 million in new RTIP funds.

Table 1: New 2024 RTIP Programming Over \$5 million (\$millions)

| County | Project Name | 2022 RTIP Prog. Amount | 2024 RTIP Prog. Amount | Total RTIP Prog. |
|---------------------------|--|---|---|---------------------------------|
| Alameda | Interstate 680/Sunol Boulevard Interchange Modernization | - | 6.0 | 6.0 |
| Alameda | LAVTA Atlantis Facility Construction | - | 5.2 | 5.2 |
| Alameda | Oakland Alameda Access Project | 11.9 | 23.5 | 35.3 |
| Alameda | Purchase of 10 Zero-emission Buses | - | 13.1 | 13.1 |
| Alameda | Village Parkway Complete Streets Improvements | - | 9.2 | 9.2 |
| Contra Costa | St Mary's Rd Multimodal Safety Improvements | - | 10.5 | 10.5 |
| San Francisco | New Flyer Midlife Overhaul - Phase III | - | 45.6 | 45.6 |
| San Francisco (MTC Prog.) | New Flyer Midlife Overhaul - Phase III | - | 18.3 | 18.3 |
| San Mateo | Highway 1/Manor Drive Overcrossing Improvement Project | - | 5.0 | 5.0 |
| San Mateo | US 101 Managed Lanes – Route 380 to SF County Line | 1.7 | 29.0 | 30.7 |
| Santa Clara | Central Bikeway | - | 8.5 | 8.5 |
| Santa Clara | I-280/Wolfe Interchange | - | 6.0 | 6.0 |
| Santa Clara | Silicon Valley Express Lanes Program - Phase 4 Civil | - | 36.5 | 36.5 |

| County | Project Name | 2022 RTIP Prog. Amount | 2024 RTIP Prog. Amount | Total RTIP Prog. |
|----------------------------|--|---|---|---------------------------------|
| Santa Clara | Silicon Valley Express Lanes Program - Phase 4 ETS | - | 11.7 | 11.7 |
| Santa Clara (MTC Prog.) | Story-Keyes Bikeway Project | - | 27.7 | 27.7 |
| Sonoma | SR 121/8th St. East Intersection Imps | - | 6.5 | 6.5 |
| Sonoma | US 101 Corridor Landscaping N of MSN | - | 9.0 | 9.0 |

Attachment 2 to this memo includes two charts that summarize the proposed 2024 RTIP based on mode for each county and the overall project type summary.

2024 STIP Fund Estimate

The 2024 STIP Fund Estimate identifies net new capacity only in the two years added to the STIP, FY 2027-28 and FY 2028-29. No new capacity is identified for the first three years. Due to the lack of new capacity in the early years of the STIP, CTC may delay projects with cost increases that are currently programmed in the first three years of the STIP to the last two years of the STIP.

Housing Incentive Pool (HIP) Programming Update

MTC set aside \$46 million in RTIP funds to support the Housing Incentive Pool (HIP) Program. MTC staff propose programming the \$46 million as part of the 2024 RTIP to two projects that will free up other funds to benefit the HIP Program. Specifically, programming \$27.7 million in RTIP funds to San Jose's Story-Keyes Bikeway project will free up the same amount in One Bay Area Grant (OBAG3) funds for HIP, while \$18.3 million of the RTIP amount proposed for San Francisco's New Flyer Midlife Overhaul - Phase III project will free up the same amount in San Francisco Proposition L funds for HIP. Further discussion of the HIP Program is part of item 2h on this month's Programming and Allocations Committee agenda.

Remaining Commitments

Through previous RTIPs, MTC has committed funding to various projects and programs. MTC memorialized these priorities in the RTIP Policies and Procedures. Transit projects have been a

significant beneficiary of these commitments. San Francisco continues to prioritize transit projects in their programs. These commitments are addressed as part of the new funding in the 2024 RTIP. Table 2 below summarizes the remaining commitments and their status.

Table 2: Remaining RTIP Commitments (\$millions)

| County | Original Project | Current Commitment | Current Amount | 2024 RTIP | Remaining Balance |
|---------------|--|--|-----------------------|------------------|--------------------------|
| Alameda | Caldecott Tunnel (ARRA Exchange) | Housing Incentive Pool (HIP) Program* | \$2.0 | \$2.0 | \$0 |
| Contra Costa | Caldecott Tunnel (ARRA Exchange) | Housing Incentive Pool (HIP) Program* | \$29.0 | \$29.0 | \$0 |
| San Francisco | Central Subway | MTA Light Rail Restoration Program** | \$32.8 | \$17.1 | \$15.7 |
| San Francisco | Presidio Parkway (Doyle Drive) | MTC Regional Operations (FPI, CDI, Express Lanes) | \$31.0 | \$0 | \$31.0 |
| San Francisco | Caltrain Downtown Extension | SFMTA New Flyer Phase III Project to Facilitate SF Prop L Fund Swap*** | \$17.8 | \$17.8 | \$0 |
| Sonoma | US-101 Marin- Sonoma Narrows | OBAG 2 Exchange | \$3.4 | \$0^ | \$3.4 |
| Region-wide | Improved Bike/Ped Access to Bay Bridge | Housing Incentive Pool (HIP) Program* | \$15.0 | \$15.0 | \$0 |
| Total | | | \$131 | \$80.9 | \$50.1 |

Notes on Table 2:

* MTC Resolution No. 4398 directs these funds to the Housing Incentive Pool (HIP) Program.

** Since Central Subway is already under construction, San Francisco CTA will program its RTIP commitment to other SFMTA projects to free up locally-controlled funds as payback to Central Subway.

***San Francisco County elected to deviate from the original commitment plan, in favor of the Caltrain Downtown Extension to Transbay Transit Center project over the remaining commitments to the Central Subway and the Bay Area Forward/Express Lane Program projects.

^ Staff recommends delaying Sonoma's repayment to advance the SR 121/8th St. East Intersection Improvements project near Schellville.

Senate Bill 1 Competitive Programs

Two projects are being proposed in the 2024 RTIP to match proposed 2024 Cycle 4 SB1 competitive program nominations. The Alameda County Transportation Commission (ACTC) proposes \$35.3 million for the Oakland Alameda Access project; San Mateo County Transportation Authority (SMCTA) proposes \$30.7 million for the US 101 Managed Lanes – Route 380 to SF County Line project. Note that programming STIP funds to these SB1 candidate projects does not prejudice MTC's SB1 project selection process, expected in Spring 2024.

Contingency Projects for RTIP Match on SB1 Competitive Program Nominations

If a SB1 nomination is not awarded funding, MTC may propose substitute STIP projects to replace STIP funds matching unsuccessful nominated projects. This is consistent with CTC's STIP Guidelines. MTC staff will work with the unsuccessful county(ies) to identify replacement STIP projects within their county share and may return to the Programming and Allocations Committee to approve the change(s) via STIP amendment.

Bicycle and Pedestrian Investments

The 2024 RTIP includes important investments in bicycle and pedestrian infrastructure. Specifically, 13% or approximately \$52 million will go towards transformative projects aimed at enhancing bike and pedestrian infrastructure. Most notably in Santa Clara County, \$28 million for the City of San Jose's Story-Keyes Bikeway Project and \$8 million for Santa Clara Valley Transportation Authority's (VTA) Central Bikeway Project. Both projects will include a range of elements such as raised Class IV bikeways, high visibility crosswalks, protected intersections, curb extensions, bike boxes, two-stage turn boxes, and where feasible bus boarding islands. The proposed RTIP programming also leverages a \$3.7 million Cycle 6 Regional Active Transportation Program (ATP) grant for the Story-Keyes project.

Transit Program Investments

The 2024 RTIP includes one new major transit project focused on maintaining aging transit assets in a state of good repair. The San Francisco County Transportation Authority (SFCTA) proposes \$63.8 million for the New Flyer Midlife Overhaul - Phase III project. The project contributes to the region's "fix it first" goal – maintaining the region's existing transportation assets in a state of good repair and will perform midlife overhauls on one hundred (100) 40-foot and 60-foot electric trolley or motor coaches. Staff will request that CTC program state-only Public Transportation Account (PTA) funds for the New Flyer Midlife Overhaul - Phase III project in order to leverage anticipated Federal Transit Administration (FTA) funds.

Interregional Transportation Improvement Program

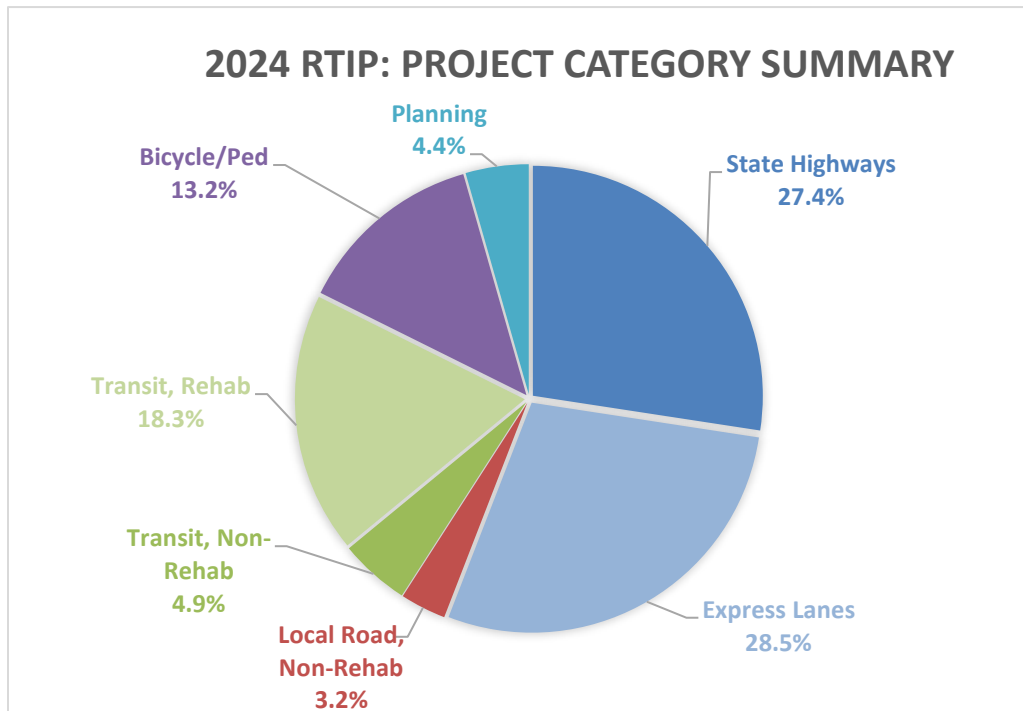
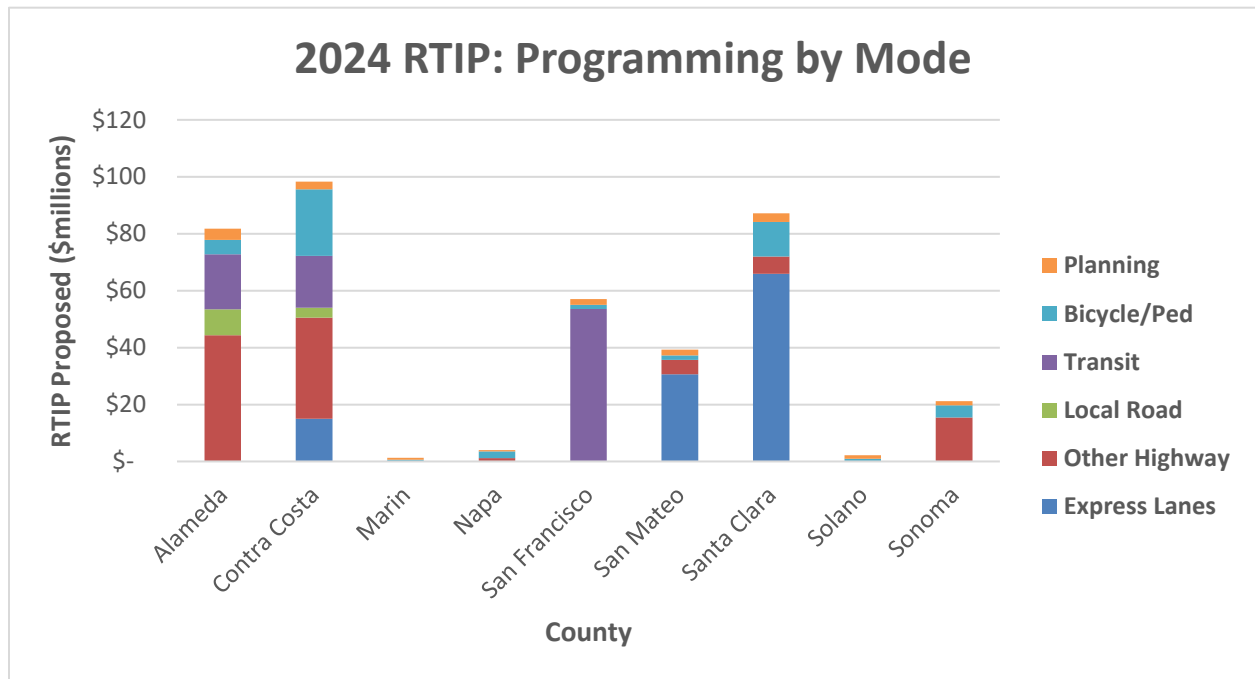
The 2024 STIP Fund Estimate identifies \$312 million in new programming capacity for Caltrans's Interregional Transportation Improvement Program (ITIP) – which represents a quarter of the total STIP. Caltrans proposes programming \$4.4 million to the Bay Skyway Phase 1 - West Oakland Link project and \$4.9 million to the Bay Skyway Phase 1 – Yerba Buena Island Multi Use Pathway project. The 2024 ITIP investments to these projects will create a walking, cycling, e-bike, and electric ferry connection and reduce congestion on the Bay Bridge. While other projects in the ITIP support interregional travel in the Northern California mega region, these are the only proposed ITIP projects within the Bay Area.

Upcoming Actions

MTC will submit the 2024 RTIP to the California Transportation Commission in December 2023. CTC will hold two hearings on the STIP in early 2024 and will release staff recommendations in late February 2024. CTC is scheduled to adopt the 2024 STIP, of which MTC's RTIP is a part, on March 21, 2024.

Attachment 2: MTC 2024 RTIP Programming Summary Charts

2024 Regional Transportation Improvement Program: Project Mode and Type Summary



Please see MTC Resolution No. 4603, Revised – Attachment B for complete project detail.

J:\PROJECT\Funding\RTIP\24 RTIP\P&Ps\December '23 PAC Memo and Attachments\3a_Staff_Memo_Attachment_2.docx

Attachment 3: Summary of Proposed 2024 RTIP Changes to Existing Projects

Below is a summary of the proposed changes to currently programmed RTIP projects by county.

Alameda County:

- Program an additional \$23.5 million to the Oakland/Alameda Access Improvements project for construction in FY 25-26, as allowed under the 2024 STIP Guidelines.

Contra Costa County:

- Advance the I680 NB Express Lanes – Phase 1 project programming one year from FY 26-27 to FY 25-26, as allowed under the 2024 STIP Guidelines; and
- Delay the I-80/Central Avenue - Phase 2 (Local Road Realignment) project programming two years from FY 24-25 to FY 25-26, as allowed under the 2024 STIP Guidelines.

Marin County:

- No programming changes requested other than PPM.

Napa County:

- Delay the Silverado Five-Way Intersection Improvements project programming one year from FY 24-25 to FY 25-26, as allowed under the 2024 STIP Guidelines.

San Francisco County:

- Rename the New Flyer Midlife Overhaul - Phase III project to New Flyer Midlife Overhaul - Phase II project, as allowed under the 2024 STIP Guidelines.
- Reprogram \$10.6 million from the Communications-Based Train Control - Phase 3 N Judah project programmed in FY 25-26 to the CON phase of the New Flyer Midlife Overhaul - Phase III project in FY 26-27, as allowed under the 2024 STIP Guidelines.

San Mateo County:

- Program an additional \$29 million to the US 101 Managed Lanes – Route 380 to SF County Line project for construction in FY 27-28, as allowed under the 2024 STIP Guidelines.

Santa Clara County:

- Reprogram \$45.5 million from the Silicon Valley Express Lanes Program - Phase 5 Civil project programmed in FY 24-25 to the CON phase of the Silicon Valley Express Lanes Program - Phase 4 Civil project in FY 24-25, as allowed under the 2024 STIP Guidelines.

Solano County:

- No programming changes requested other than PPM.

Sonoma County:

- No programming changes requested other than PPM.

Date: September 27, 2023
W.I.: 1515
Referred by: PAC
Revised: 12/20/23-C

ABSTRACT

Resolution No. 4603, Revised

This resolution adopts the policies, procedures, and program of projects for the 2024 Regional Transportation Improvement Program (RTIP) for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 45 (Chapter 622, Statutes 1997).

- Attachment A – Policies and Procedures for the 2024 RTIP (with appendices)
- Attachment B – 2024 RTIP Program of Projects
- Attachment C – STIP Amendment / Extension Rules and Procedures

This resolution was amended by Commission Action on December 20, 2023 to update County Programming Priorities for San Francisco County to reflect the County's deviation from the original commitment fulfillment plan; to update the Transit-Oriented Communities Policy language in Attachment A – Policies and Procedures for the 2024 RTIP to align with the final draft guidance; and to adopt the updated Attachment B – 2024 RTIP Program of Projects.

Further discussion of these actions is contained in the summary sheets to the MTC Programming and Allocations Committee dated September 13, 2023 and December 13, 2023.

Date: September 27, 2023
W.I.: 1515
Referred by: PAC

RE: Adoption of 2024 Regional Transportation Improvement Program (RTIP)
Program Policies, Procedures, Project Selection Criteria, and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4603

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

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC shares responsibility with the Association of Bay Area Governments (ABAG) for developing and implementing a Sustainable Communities Strategy (SCS) that integrates transportation, land use, and housing to meet greenhouse gas (GHG) reduction goals (Government Code Section 65080(b) 2(B)).

WHEREAS, MTC adopts, pursuant to Government Code Section 65082, a Regional Transportation Improvement Program (RTIP) when additional State Transportation Improvement Program funding is available, that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, policies, procedures and project selection criteria to be used in the development of the 2024 RTIP, and a five-year program for the funding made available for highways, roadways and state-funded mass transit guideways and other transit capital improvement projects, to include projects programmed in fiscal years 2024-25 through 2028-29; and

WHEREAS, using the process and criteria set forth in the Attachments to this resolution, attached hereto as though set forth at length, a set of capital priorities for the 2024 Regional Transportation Improvement Program (RTIP) was developed; and

WHEREAS, the 2024 RTIP has been developed consistent with the policies and procedures outlined in this resolution, and with the STIP Guidelines adopted by the CTC on August 16, 2023; and

WHEREAS, the 2024 RTIP will be subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the process and criteria to be used in the evaluation of candidate projects for inclusion in the 2024 RTIP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC adopts the 2024 RTIP Program of Projects, attached hereto as Attachment B and incorporated herein as though set forth at length, and finds it consistent with the RTP; and, be it further

RESOLVED, that MTC approves the STIP Amendment / Extension Rules and Procedures to be used in processing STIP amendment and extension requests, as set forth in Attachment C of this resolution, and be it further

RESOLVED, that the Executive Director may make adjustments to Attachment B in consultation with the respective Congestion Management Agency (CMA) or County Transportation Planning Agency, Collectively known as the Bay Area County Transportation Agencies (CTAs), to respond to direction from the California Transportation Commission and/or the California Department of Transportation; and, be it further

RESOLVED, that MTC's adoption of the programs and projects in the 2024 RTIP is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3757; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on September 27, 2023.

Date: September 27, 2023
W.I.: 1515
Referred by: PAC
Revised: 12/20/23-C

Attachment A
Resolution No. 4603
Page 1 of 31

2024 Regional Transportation Improvement Program

**Policies and Procedures
September 27, 2023**

**MTC Resolution No. 4603
Attachment A**

**Metropolitan Transportation Commission
Funding Policy and Programs Section
<http://www.mtc.ca.gov/our-work/fund-invest>**

**2024 RTIP
Regional Transportation Improvement Program
Policies and Procedures
Table of Contents**

| | |
|---|-----------|
| Background | 4 |
| 2024 RTIP Development..... | 4 |
| Key Policies and Guidance..... | 4 |
| Key Eligibility Policies..... | 4 |
| Consistency with Regional and Local Plans | 4 |
| CTC Guidance | 5 |
| 2024 RTIP Development Schedule..... | 5 |
| RTIP County Share Targets | 5 |
| Project Eligibility | 5 |
| RTIP Project Solicitation | 5 |
| Public Involvement Process..... | 6 |
| RTIP Projects in the Transportation Improvement Program (TIP) | 6 |
| Regional Policies..... | 6 |
| Regional Set-Aside Programming | 6 |
| Housing Incentive Pool (HIP) Program..... | 6 |
| Senate Bill 1 Competitive Programs Match..... | 7 |
| County Programming Priorities | 7 |
| Regional Advanced Mitigation Program (RAMP) | 8 |
| Regional Planning, Programming, and Monitoring (PPM) funds | 9 |
| Caltrans Project Nomination..... | 9 |
| Title VI Compliance | 9 |
| Intelligent Transportation Systems Policy | 10 |
| MTC Resolution No. 4104 Compliance – Traffic Operations System Policy..... | 10 |
| Regional Communications Infrastructure | 10 |
| Bay Area Forward and Regional Express Lane (HOT) Network | 11 |
| Bay Area Interregional Transportation Improvement Program (ITIP) Priorities | 11 |
| MTC Resolution No. 3866 Compliance – Transit Coordination Implementation Plan ... | 12 |
| MTC Resolution No. Compliance – Transit-Oriented Communities Policy | 12 |
| Accommodations for Bicyclists, Pedestrians and Persons with Disabilities | 12 |
| State Policies | 14 |
| Grant Anticipation Revenue Vehicle (GARVEE) Bonding | 14 |
| AB 3090 Project Replacement or Reimbursement | 14 |
| SB 184 Advance Expenditure of Funds..... | 14 |
| AB 608 Contract Award Provisions | 15 |

| | |
|---|-----------|
| Federal and State-Only Funding | 15 |
| Article XIX Compliance for Transit Projects | 15 |
| Matching Requirements on Highway and Transit Projects | 15 |
| Governor’s Executive Orders | 16 |
| General Guidance | 16 |
| Project Advancements | 16 |
| Advance Project Development Element (APDE) | 16 |
| Unprogrammed Shares..... | 16 |
| Countywide RTIP Listing | 17 |
| Project Screening Criteria, Including Readiness | 17 |
| RTIP Applications | 17 |
| STIP Performance Measures: Regional and Project-Level Analyses | 17 |
| Completed Project Reporting..... | 18 |
| Regional Projects | 18 |
| 85-115% Adjustments..... | 18 |
| MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy | 18 |
| Allocation of Funds - Requirements | 19 |
| Notice of Cost Increase | 19 |
| Cost Escalation for Caltrans-Implemented Projects | 19 |
| Notice of Contract Award..... | 19 |
| Appendix A-1: 2024 RTIP Development Schedule | 20 |
| Appendix A-2: 2024 RTIP County Targets | 21 |
| Appendix A-3: 2024 RTIP Project Screening Criteria..... | 22 |
| Eligible Projects | 22 |
| Planning Prerequisites..... | 22 |
| Project Costs and Phases..... | 22 |
| Readiness Standards..... | 24 |
| Other Requirements | 26 |
| Appendix A-4: 2024 RTIP Project Application | 27 |
| Part 1: Sample Resolution of Local Support..... | 27 |
| Part 2: Project Study Report (PSR), or equivalent..... | 30 |
| Part 3: Electronic Project Programming Request (ePPR) Form | 31 |
| Part 4: Performance Measures Worksheet..... | 31 |
| Part 5: Complete Streets Checklist | 31 |

2024 Regional Transportation Improvement Program (RTIP) Policies and Procedures

Background

The State Transportation Improvement Program (STIP) provides funding for transportation projects around the State. As the Regional Transportation Planning Agency (RTPA) for the Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for developing regional STIP project priorities for the nine counties of the Bay Area.

The Regional Transportation Improvement Program (RTIP) is the region's proposal to the State for STIP funding and is due to the California Transportation Commission (CTC) by December 15, 2023. The 2024 STIP will include programming for the five fiscal years from 2024-25 through 2028-29.

2024 RTIP Development

The following principles will frame the development of MTC's 2024 RTIP, the region's contribution to the 2024 STIP.

- MTC will work with CTC staff, each Congestion Management Agency and Countywide Transportation Planning Agency, collectively known as the Bay Area County Transportation Agencies (CTAs), transit operators, Caltrans, and project sponsors to prepare the 2024 STIP.
- Investments made in the RTIP must carry out the objectives of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and be consistent with its improvements and programs.
- MTC may choose to consult with counties to consider programming a portion of their RTIP shares for projects that meet a regional objective.
- MTC will continue to work with CTAs, transit operators, Caltrans and project sponsors to aggressively seek project delivery solutions. Through the use of AB 3090 authority, GARVEE financing, and federal, regional, and local funds and funding exchanges, MTC will work with its transportation partners to deliver projects in the region.
- Each county's project list must be constrained within the county share limits unless arrangements have been made with other counties to aggregate the county share targets. MTC continues to support aggregation of county share targets to deliver ready-to-go projects in the region. CTAs that submit a list that exceeds their county share must identify and prioritize those projects that exceed the county share target.

Key Policies and Guidance

The following policies serve as the primary guidance in the development of the 2024 RTIP.

Key Eligibility Policies

Consistency with Regional and Local Plans

RTP/SCS Consistency

Plan Bay Area 2050, the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), lays out a vision of what the Bay Area land use patterns and transportation network could look like in 2050. An objective of *Plan Bay Area 2050* is to encourage and promote the safe and efficient management, operation and development of a regional intermodal transportation system

that will serve the mobility needs of people and goods. Programming policies governing the STIP and other flexible, multi-modal discretionary funding sources such as the federal Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality Improvement (CMAQ), and Regional Transportation Improvement Program (RTIP) funds must be responsive to the strategies and goals of the Plan. MTC adopted *Plan Bay Area 2050* in October 2021. New projects submitted for RTIP consideration must be included in the current RTP and should include a statement addressing how the project meets the current and new RTP strategies and goals.

Local Plans

Projects included in the RTIP must be included in a Congestion Management Plan (CMP) or Capital Improvement Program (CIP).

CTC Guidance

The California Transportation Commission (CTC) 2024 STIP Guidelines were adopted on August 16, 2023. The MTC 2024 RTIP Policies and Procedures includes all changes in STIP policy implemented by the CTC. The entire CTC STIP Guidelines are available on the internet at: <https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip> or <https://catc.ca.gov/programs/state-transportation-improvement-program>. All CTAs and project sponsors must follow the MTC and CTC STIP Guidelines in the development and implementation of the 2024 RTIP/STIP.

2024 RTIP Development Schedule

Development of the 2024 RTIP under these procedures will be done in accordance with the schedule outlined in Appendix A-1 of these policies and procedures.

RTIP County Share Targets

Appendix A-2 of the Policies and Procedures provides the county share targets for each county for the 2024 RTIP. Each county's project list, due to MTC in draft form by October 4, 2023, should be constrained within these county share limits. It is expected that MTC's RTIP will be developed using a region-wide aggregate of county-share targets.

Project Eligibility

SB 45 (Chapter 622, Statutes 1997) defines the range of projects that are eligible for consideration in the RTIP. Eligible projects include state highway improvements, local road improvements and rehabilitation, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety projects.

RTIP Project Solicitation

Each CTA is responsible for soliciting projects for its county share of the RTIP where the county target is greater than \$0. The CTA must notify all eligible project sponsors, including Caltrans and transit operators, of the process and deadlines for applying for RTIP funding. If the CTA does not conduct a solicitation of projects, that CTA must provide justification to MTC that conforms to the

public involvement process described in the next section and approved by that CTA's governing body.

Public Involvement Process

MTC is committed to having the CTAs as full partners in the development of the RTIP. That participation likewise requires the full commitment of the CTAs to a broad, inclusive public involvement process consistent with MTC's adopted Public Participation Plan (available online at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>) and federal regulations, including Title VI of the Federal Civil Rights Act of 1964. Federal regulations call for active outreach and public comment opportunities in any metropolitan planning process, and such opportunities an important step to any project selection process for the RTIP. CTAs shall document their public involvement opportunities, including how they included communities covered under Title VI, and submit the documentation along with their list of candidate projects.

RTIP Projects in the Transportation Improvement Program (TIP)

In accordance with state and federal requirements, RTIP-funded projects must be programmed in the TIP prior to seeking a CTC allocation. In addition, a federal authorization to proceed (E-76) request must be submitted simultaneously with the RTIP allocation request to Caltrans and the CTC when the request includes federal funds. In the 2024 RTIP, all projects' funding is subject to be a mix of federal and state funds and may require a federal authorization to proceed. Additionally, all STIP projects are to be included in the TIP and must have funds escalated to the year of expenditure, in accordance with federal regulations.

Regional Policies

Regional Set-Aside Programming

In order to expedite obligation and expenditure of American Recovery and Reinvestment Act of 2009 (ARRA) funds, and to address the State's lack of funding at the time, MTC programmed \$31 million in ARRA funds to backfill unavailable STIP funds for the Caldecott Tunnel Fourth Bore project. Of the \$31 million, \$29 million came from Contra Costa's STIP county share, and \$2 million from Alameda's STIP county share. Further, in 2012, MTC programmed \$15 million to the Improved Bicycle/Pedestrian Access to the San Francisco-Oakland Bay Bridge project from a portion of each county's STIP share (from former Transportation Enhancement (TE) funds). To address lack of funding in the 2016 STIP, MTC de-programmed both the \$31 million and \$15 million commitments to regional projects (total \$46 million). For the 2024 RTIP, it is MTC's intent to program these funds to projects that can free up other local or federal funds, such as One Bay Area Grant (OBAG) program funds, to expedite project delivery for future projects programmed in the Housing Incentive Pool (HIP) Program (see next section), or to another regional priority project(s) at MTC's discretion. These funds have the highest priority for funding in the RTIP, after GARVEE, AB 3090, and PPM projects.

Housing Incentive Pool (HIP) Program

On October 24, 2018, MTC approved Resolution No. 4348, which establishes the framework and qualifying criteria for the Housing Incentive Pool (HIP) Program, an incentive program to reward Bay Area local jurisdictions that produce or preserve the most affordable housing. This resolution

builds on the HIP established in OBAG 2, MTC Resolution No. 4202, Revised. The HIP Program is also referred to as the Housing Production and Preservation Incentive Program.

As part of the 2024 RTIP, the OBAG 2 Housing Production Incentive challenge grant program described immediately above is augmented with \$46 million of regionally-controlled RTIP funds identified in the regional set-aside programming section above.

The RTIP funding provided may be either federal or state funds, must be used only for federally- or State Highway Account-eligible transportation purposes, and must meet CTC STIP Guideline requirements. However, MTC staff intends to program part of all of the \$46 million in RTIP funds to projects that can free up other local or federal funds, such as One Bay Area Grant (OBAG) program funds, to expedite project delivery for future projects programmed in the HIP.

Senate Bill 1 Competitive Programs Match

CTC's 2024 STIP guidelines again allow sponsors to match SB1 competitive program projects with STIP funds. If the CTC does not select a project for funding in a competitive SB1 program, and alternative funding is not identified within six months, a STIP amendment will be required to delete or substitute the project for another project with a full funding plan commitment. MTC strongly encourages sponsors to use RTIP funds to match SB1 competitive program applications and will require a match to come from the RTIP before committing other regional discretionary funding. If a county's RTIP shares are pre-committed or otherwise unavailable, MTC expects the CTA to examine local funds as a match before MTC considers committing other regional discretionary funding.

County Programming Priorities

Alameda County

Alameda County Transportation Commission (ACTC) Resolution No. 14-007 (Revised) identifies RTIP funds as a source to meet ACTC's \$40 million commitment to AC Transit's East Bay Bus Rapid Transit (BRT) project. Further, Commission action for the Regional Measure 2 (RM2) Strategic Plan in May 2014, and the March 2015 RM2 allocation to AC Transit for the BRT project require that ACTC commit the RTIP or other funds for the BRT project to retire the BRT commitment. Since the previously programmed funds to fulfill the commitment lapsed in FY 2022-23, MTC expects ACTC to program its remaining commitment (about \$13.1 million) to AC Transit in the 2024 STIP and MTC reserves the right to program funds directly from Alameda County's STIP share if no other fund source is identified.

San Francisco County

MTC Resolution No. 3925, Revised, which guides the programming and policies for the first cycle of federal Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) funding, advanced \$34 million in federal funds for the Doyle Drive Replacement / Presidio Parkway project. In exchange, \$31 million of San Francisco's STIP share shall be reserved for Bay Area Forward/Express Lanes projects. San Francisco shall commit these funds after PPM programming and the remaining commitment to the Central Subway project (about \$32.8 million). Pursuant to MTC Resolution No. 4272 Revised, Attachment E, San Francisco must program \$16

million of the remaining balance to Transit Capital Priorities program eligible projects to honor commitments to the Central Subway. MTC accepted a \$3 million reduction in San Francisco's commitment towards the STP/CMAQ advance as a part of the 2022 RTIP, in lieu of an additional MTC funding commitment and in support of the Caltrain Downtown Extension project, conditioned upon the San Francisco County Transportation Authority allocating an equivalent amount of funds for this purpose.

As a part of the final RTIP project submittal San Francisco County elected to deviate from the original commitment plan, in favor of the Caltrain Downtown Extension to Transbay Transit Center project over the remaining commitments to the Central Subway and the Bay Area Forward/Express Lane Program projects. The Caltrain Downtown Extension to Transbay Transit Center project team must demonstrate a full funding plan for the project as a prerequisite for meeting the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) engineering phase requirements. MTC staff recognize this change as an efficient use of available programming capacity, since MTC staff has not identified a project that can meet the STIP timely use of funds provisions at this time. The proposed remaining commitments are outlined in the table below.

**San Francisco County Remaining RTIP
Priorities**

| Priority | Project | Initial RTIP Commitment | Previously Allocated and Programmed RTIP Funds | Proposed 2024 RTIP Programming | Proposed Remaining RTIP Commitment |
|--------------|--|-------------------------|--|--------------------------------|------------------------------------|
| 1st | Caltrain Downtown Extension to Transbay Transit Center | 28,000 | 10,153 | 17,847 | 0 |
| 2nd | Central Subway | 92,000 | 59,220 | 17,080 | 15,700 |
| 3rd | Bay Area Forward/Express Lane Program projects | 34,000 | - | | 34,000-31,000 |
| Total | | 154,000 | 69,373 | 34,927 | 46,700 |

All numbers in \$1,000s

Sonoma County

MTC Resolution No. 4328, which established a funding exchange agreement with the Sonoma County Transportation Authority (SCTA), programmed \$3.4 million in STP/CMAQ to the US-101 Marin-Sonoma Narrows (MSN) project, Segment B2 Phase 2 in exchange for an equal amount of future Sonoma County RTIP funds. In exchange, \$3.4 million of Sonoma's STIP share shall be reserved for future MTC-identified priority projects. Sonoma shall commit these funds after programming PPM funds.

Regional Advanced Mitigation Program (RAMP)

As a part of *Plan Bay Area 2050* and through MTC Resolution No. 4290, MTC identified the Regional Advance Mitigation Program (RAMP) as a mitigation strategy for the Bay Area. RAMP

would mitigate certain environmental impacts from groups of planned transportation projects, rather than mitigating on an inefficient per-project level. MTC strongly encourages counties to program RTIP funds to implement RAMP, especially in counties that have an approved Regional Conservation Investment Strategy (RCIS). RAMP activities could include purchasing mitigation land bank credits, establishing a greenfield mitigation site, contributing to an existing Habitat Conservation Plan, and purchasing conservation land easements and their endowments, as allowed under state and federal law. In instances where RTIP funds are not eligible for RAMP implementation, MTC encourages sponsors to exchange RTIP funds with eligible non-federal funds for RAMP. Such exchanges must be consistent with MTC's fund exchange policy, MTC Resolution No. 3331.

Regional Planning, Programming, and Monitoring (PPM) funds

Passage of Assembly Bill 2538 (Wolk, 2006) allows all counties to program up to 5% of their county share to Planning, Programming, and Monitoring (PPM) purposes in the STIP. Appendix A-2 identifies PPM amounts each county may program. As agreed with the CTAs, MTC will program a portion of each county's PPM for regional PPM activities each year beginning with a base amount of \$500,000 in FY 2005-06 escalated 3.5% annually through FY 2024-25. Beginning in FY 2025-26 MTC will reduce the escalation rate to 2% annually. MTC's currently programmed amounts for regional PPM activities in FY 2024-25 through FY 2026-27 will not change in the 2024 RTIP; the CTAs may choose to redistribute their county portion of the PPM funds programmed in the current county share period through FY 2027-28. Due to county share period restrictions, new PPM amounts may only be programmed in the amounts and years identified in Attachment 2.

Caltrans Project Nomination

Senate Bill 1768 (Chapter 472, Statutes 2002) authorizes the Department of Transportation to nominate or recommend projects to be included in the RTIP to improve state highways using regional transportation improvement funds. To be considered for funding in the RTIP, the Department must submit project nominations directly to the applicable CTA. The Department should also identify any additional state highway improvement needs within the county that could be programmed within the 3 years beyond the end of the current STIP period. The Department must submit these programming recommendations and identification of state highway improvement needs to the CTA within the timeframe and deadline prescribed by the applicable CTA. In addition, the Department must also provide a list of projects and funding amounts for projects currently planned on the State Highway System over the 2024 STIP period to be funded with local and regional funds.

Title VI Compliance

Investments made in the RTIP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, disability, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. The CTA must consider equitable solicitation and selection of project candidates in accordance with federal Title VI and Environmental Justice requirements.

Intelligent Transportation Systems Policy

In collaboration with federal, state, and local partners, MTC developed the regional Intelligent Transportation Systems (ITS) Architecture. The San Francisco Bay Area Regional ITS Architecture is a roadmap for integrated and collaborative ITS projects in the Bay Area over the next 10 years and beyond. The ITS Architecture provides the knowledge base necessary to make the most out of technological advances for planning and deployment of intelligent transportation systems that are connected and standardized across the region and beyond.

MTC, state and federal agencies require projects funded with federal highway trust funds to meet applicable ITS Architecture requirements. Since the 2006 RTIP, MTC requires all applicable projects to conform to the regional ITS architecture. Through the on-line Fund Management System (FMS) application process, 2024 RTIP project sponsors will identify the appropriate ITS category, if applicable. Information on the regional ITS architecture can be found at:

<https://mtc.ca.gov/operations/programs-projects/intelligent-transportation-systems/its-architecture>.

MTC Resolution No. 4104 Compliance – Traffic Operations System Policy

All major new freeway projects included in *Plan Bay Area 2050* and subsequent regional transportation plans shall include the installation and activation of freeway traffic operations system (TOS) elements to effectively operate the region's freeway system and coordinate with local transportation management systems. MTC requires all applicable RTIP projects to conform to the regional policy. For purposes of this policy, a major freeway project is a project that adds lanes to a freeway, constructs a new segment of freeway, upgrades a segment to freeway status, modifies a freeway interchange, modifies freeway ramps, or reconstructs an existing freeway. TOS elements may include, but are not limited to, changeable message signs, closed-circuit television cameras, traffic monitoring stations and detectors, highway advisory radio, and ramp meters.

As set forth in MTC Resolution No. 4104, for any jurisdiction in which MTC finds that ramp metering and TOS elements are installed but not activated or in operation, MTC will consider suspending fund programming actions for STIP funding until the Ramp Metering Plan is implemented and the ramp meters and related TOS elements are activated and remain operational, and MTC deems the requirements of the regional TOS policy have been met. Furthermore, in any county in which a jurisdiction fails to include the installation and activation of TOS elements in an applicable freeway project, including ramp metering as identified in the Ramp Metering Plan, projects to install and activate the appropriate ramp meters and TOS elements omitted from the project shall have priority for programming of new STIP funding for that county. STIP projects that do not meet the provisions of MTC Resolution No. 4104 are subject to de-programming from the federal TIP.

Regional Communications Infrastructure

MTC Resolution No. 4104, Traffic Operations System Policy, requires the installation and activation of freeway traffic operations system elements. In order to facilitate implementation of technology-based strategies focused on enhancing safety, mobility and economic vitality of communities, and to expand interoperability among partner agencies, projects must install fiber communications conduit infrastructure if project limits overlap with a proposed project in the final 2019 Regional

Communications Strategic Investment Plan, when both financially feasible and consistent with goals stated in the Bay Area Regional Communications Infrastructure Plan.

Projects proposed for programming in the 2024 RTIP, seeking funds for environmental or plans, specifications, and estimates (PS&E) phases should consider incorporating communications infrastructure into project design, ideally at the project scoping phase leading to programming. A checklist of technical recommendations are listed in the final 2019 Regional Communications Infrastructure Plan (available at the MTC website at <https://mtc.ca.gov/our-work/operate-coordinate/intelligent-transportation-systems/regional-communications-network>). For future RTIP funding commitments on new projects, projects sponsors should work with Caltrans and MTC to identify the appropriate communications component to support the completion of regional communications network throughout the Bay Area. A project is considered “new” if it does not have an approved Project Study Report or applicable scoping document as of December 15, 2023.

Bay Area Forward and Regional Express Lane (HOT) Network

All projects on the state highway system must demonstrate a scope and funding plan that includes Traffic Operations System (TOS) elements, consistent with the section above. Projects must also include any additional traffic operations and advanced technology improvements, and transportation demand management recommendations resulting from MTC’s Bay Area Forward (BAF). Additionally, projects on the State Highway System proposed for programming in the 2024 RTIP should be consistent with the planned Regional Express Lane (High-Occupancy Toll) Network. For new RTIP funding commitments on the Regional Express Lane Network, the CTAs should work with MTC to determine the appropriateness of advance construction elements (such as structures and conduit) to support the future conversion of general purpose/High-Occupancy Vehicle (HOV) lanes to express lanes if identified.

Bay Area Interregional Transportation Improvement Program (ITIP) Priorities

In order to support Caltrans District 4 in successfully programming ITIP projects in the Bay Area, MTC worked with the CTAs and District to formulate four guiding principles for prioritizing ITIP projects consistent with the 2021 ITSP. The principles are:

- Support high cost-benefit ratio projects on the State Highway System
- Support HOV lane gap closures, with emphasis on those that support the Regional Express Lane Network
- Support high speed rail early investments and intercity/commuter rail
- Support future goods movement and trade corridors

These principles are consistent with *Plan Bay Area 2050* assumptions. Before adoption of the 2026 RTIP, MTC will work with Caltrans District 4 and the CTAs to update these principles to more closely align with the Climate Action Plan for Transportation Infrastructure (CAPTI) framework, the 2021 Interregional Transportation Strategic Plan (ITSP), and the 2022 ITSP Addendum.

MTC Resolution No. 3866 Compliance – Transit Coordination Implementation Plan

On February 24, 2010, MTC approved Resolution No. 3866, which documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects. *If a transit operator fails to comply with Res. 3866 requirements, MTC may withhold, restrict or reprogram funds or allocations.* Res. 3866 supersedes MTC’s earlier coordination plan, Res. 3055.

One goal in establishing Res. 3866 was to incorporate detailed project information through reference rather than directly in the resolution in order to facilitate future updates of project-specific requirements. Transit operators must comply with these more detailed documents in order to comply with Res. 3866. MTC may periodically update these documents in consultation with transit agencies.

MTC Resolution No. Compliance – Transit-Oriented Communities Policy

On September 28, 2022, MTC adopted Resolution No. 4530, establishing the Transit Oriented Communities (TOC) Policy to support the region’s transit investments by creating communities around transit stations and along transit corridors that not only support transit ridership, but also are places where Bay Area residents of all abilities, income levels, and racial and ethnic backgrounds can live, work and access services. The TOC Policy is a key implementation strategy for Plan Bay Area 2050 to ensure coordinated transit investment and land use policies that will enable the region to achieve our climate, affordability, and equity goals. The TOC Policy applies to jurisdictions with fixed-guideway transit stations and stops, as well as to allocations of regional discretionary funding for transit extensions. To the extent that projects in the RTIP qualify as transit extensions as defined by the TOC Policy, project sponsors must satisfy relevant TOC Policy requirements prior to MTC adoption of the 2026 STIP. MTC will provide an online submission form to streamline the process for local jurisdictions to demonstrate compliance with TOC Policy requirements. Technical support from MTC to assist with the compliance process will begin in 2024.

Accommodations for Bicyclists, Pedestrians and Persons with Disabilities

Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. Of particular note is Caltrans Deputy Directive 37 which stipulates: “pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products.” In addition, MTC’s Resolution No. 3765 requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. MTC’s Regional Bicycle Plan, adopted as a component of the 2001 RTP, requires that “all regionally funded projects consider enhancement of bicycle transportation consistent with Deputy Directive 37”.

In selecting projects for inclusion in the RTIP, the CTAs and project sponsors must consider federal, state and regional policies and directives regarding non-motorized travel, including, but limited to, the following:

Federal Policy Mandates

The Federal Highways Administration Program Guidance on bicycle and pedestrian issues makes a number of clear statements of intent, and provides best practices concepts as outlined in the US DOT “Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations.”

(https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/policy_accom.cfm)

State Policy Mandates

The California Complete Streets Act (AB 1358) of 2008 encourages cities to make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity to reduce vehicle miles traveled (VMT). Government Code Section 65302(b)(2)(A) and (B) states that any substantial revision of the circulation element of the General Plan to consider all users.

California Government Code Section 65089(b)(1)(B)(5) requires that the design, construction and implementation of roadway projects proposed for funding in the RTIP must consider maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration.

Caltrans Deputy Directive 64, states: “the Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department’s practices. The Department adopts the best practices concept in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure.”

Regional Policy Mandates

All projects programmed during the RTIP must consider the impact on bicycle transportation, pedestrians and persons with disabilities, consistent with MTC Resolution No. 4493. The latest Complete Streets Checklist is incorporated as Part 5 of the Project Application. Furthermore, it is encouraged that all bicycle projects programmed in the RTIP support the Regional Active Transportation Network. Guidance on considering active transportation can be found in MTC’s Regional Active Transportation Plan and Caltrans Deputy Directive 37. MTC’s Regional Active Transportation Plan, containing federal, state and regional policies for accommodating bicycles and non-motorized travel, is available on MTC’s Web site at:

<https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan>.

To be eligible for RTIP funds, a local jurisdiction with local streets and roads must have either a complete streets policy or resolution, or general plan updated after 2010, that complies with the Complete Streets Act of 2008 prior to January 31, 2016. Further information is available online at: <https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bay-area-grant-obag-3>.

State Policies

Grant Anticipation Revenue Vehicle (GARVEE) Bonding

Chapter 862 of the Statutes of 1999 (SB 928) authorizes the State Treasurer to issue GARVEE bonds and authorizes the California Transportation Commission (CTC) to select projects for accelerated construction from bond proceeds. Bond repayment is made through annual set asides of the county share of future State Transportation Improvement Program (STIP) funds. Bond repayments are typically made over several STIP programming periods.

In accordance with state statute and the CTC GARVEE guidelines, GARVEE debt repayment will be the highest priority for programming and allocation within the particular county Regional Improvement Program (RIP) share until the debt is repaid. In the event that the RIP county share balance is insufficient to cover the GARVEE debt service and payment obligations, the RIP county share balance for that particular county will become negative through the advancement of future RIP county share. Should a negative balance or advancement of capacity be unattainable, then funding for other projects using RIP county share within that particular county would need to be reprogrammed or deleted, to accommodate the GARVEE debt service and payment obligations.

The CTC is responsible for programming the funds, derived from federal sources, as GARVEE debt service and the State Treasurer is responsible for making the debt service payments for these projects. In the 2024 STIP, CTC will consider new GARVEE projects via STIP amendment only, and not during the 2024 STIP adoption process.

AB 3090 Project Replacement or Reimbursement

AB 3090 (Statutes of 1992, Chapter 1243) allows a local jurisdiction to advance a project included in the STIP to an earlier fiscal year through the use of locally-controlled funds. With the concurrence of the appropriate CTA, MTC, the California Transportation Commission and Caltrans, one or more replacement state transportation project shall be identified and included in the STIP for an equivalent amount and in the originally scheduled fiscal year or a later year of the advanced project. Alternately, the advanced project can be reimbursed in the originally scheduled fiscal year or a later year.

Projects approved for AB 3090 consideration must award a contract within six months of the CTC approval. The allocation of AB 3090 reimbursement projects is the highest priority in the MTC region. In the 2024 STIP, CTC will consider new AB 3090 requests via STIP amendment only, and not during the 2024 STIP adoption process. Sponsors wishing to use AB 3090s for their projects should contact MTC and CTC for inclusion in the AB 3090 Plan of Projects, which is updated on an as-needed basis.

SB 184 Advance Expenditure of Funds

SB 184 (Statutes of 2007, Chapter 462) authorizes a regional or local entity to expend its own funds for any component of a transportation project within its jurisdiction that is programmed in the current fiscal year and for which the Commission has not made an allocation. The amount expended would be authorized to be reimbursed by the state, subject to annual appropriation by the Legislature, if (1) the commission makes an allocation for, and the department executes a fund

transfer agreement for, the project during the same fiscal year as when the regional or local expenditure was made; (2) expenditures made by the regional or local entity are eligible for reimbursement in accordance with state and federal laws and procedures; and (3) the regional or local entity complies with all legal requirements for the project, as specified.

MTC cautions against the use of SB 184 since allocation of funds is not guaranteed. If pursued, sponsors risk expending local funds with no guarantee that the STIP funds will be allocated.

Should a sponsor want to proceed with an SB 184 request, the sponsor must notify the CTA, MTC and Caltrans in writing on agency letterhead in accordance with Caltrans Local Assistance procedures.

AB 608 Contract Award Provisions

AB 608 authorizes the adjustment by the CTC of a programmed project amount in the STIP if the Caltrans-sponsored construction contract award amount for a project is less than 80% of the engineer's final estimate, excluding construction engineering.

The CTC will not approve any AB 608 request after 120 days from the contract award. Sponsors intending to take advantage of AB 608 project savings must notify Caltrans and the CTA within 30 days of the contract award, to ensure the request to the CTC can be processed in time to meet the CTC's deadline.

Federal and State-Only Funding

In 2017, the state adopted SB1, which stabilizes the excise tax on gasoline and pegs it to adjust with inflation. Excise taxes are deposited into the State Highway Account, which also includes federal funds. While SB1 stabilized STIP revenues, Caltrans determines the funding split between state-only and federal funding for projects funded in the STIP. Therefore, projects programmed in the 2024 STIP may receive a combination of state and federal funds. Project sponsors must federalize their projects by completing NEPA documentation and complying with federal project delivery rules, if they are assigned federal funds.

Article XIX Compliance for Transit Projects

Article XIX of the California State Constitution restricts the use of State Highway Account (SHA) funds on transit projects. In order for existing and new projects to be programmed in the STIP, the project sponsor or the CTA must provide documentation that verifies the STIP transit project is either 1) eligible for federal funds, or 2) meets Article XIX requirements that only fixed guideway projects in a county that has passed a measure authorizing the use of SHA funds on transit projects may use SHA funds. Also refer to the next section regarding "Matching Requirements."

Matching Requirements on Highway and Transit Projects

A local match is not required for projects programmed in the STIP, except under special situations affecting projects subject to Article XIX restrictions established by the State Constitution. Article XIX limits the use of state revenues in the State Highway Account (SHA) to state highways, local roads, and fixed guideway facilities. Other projects, such as rail rolling stock and buses, are not

eligible to receive state funds from the SHA. Article XIX restricted projects must therefore be funded with either a combination of federal STIP funding and matching STIP funds from the Public Transportation Account (PTA), or with 100 percent federal STIP funds in the State Highway Account (which requires a non-federal local match of 11.47% from a non-STIP local funding source or approved use of toll credits).

Project sponsors wishing to use STIP PTA funds as matching funds for Article XIX restricted projects must note such a request in the “Fund Code” notes section of the RTIP electronic Project Programming Request (ePPR) form and obtain approval from Caltrans through the state-only approval process as previously described. Caltrans has not identified any PTA capacity for the 2024 STIP. Therefore, the CTC will assume any Article XIX restricted STIP project will be funded with 100% federal funds using toll credits, or have the appropriate local match.

Governor’s Executive Orders

The STIP Guidelines adopted by the CTC recognizes two executive orders by Governor Brown and Governor Newsom. First, in recognition of climate change, Executive Order B-30-15 (April 29, 2015), projects proposed for RTIP funds must consider the State’s greenhouse gas emission reduction targets. Projects subject to a project-level performance evaluation are expected to include measures and analyses that address greenhouse gas emission reductions. Second, consistent with Executive Order N-19-19 the commission expects projects proposed in the ITIP align with CAPTI in coordination with local and regional partners.

General Guidance

Project Advancements

If a project or project component is ready for implementation earlier than the fiscal year that it is programmed in the STIP, the implementing agency may request an allocation in advance of the programmed year. The CTC will consider making advanced allocations based on a finding that the allocation will not delay availability of funding for other projects programmed in earlier years than the project to be advanced and with the approval of the responsible regional agency if county share funds are to be advanced. In project and financial planning, sponsors should not expect the CTC to advance any projects.

Advance Project Development Element (APDE)

The 2024 STIP Fund Estimate does not identify funding for APDE. APDE funds may not be proposed in any year of the 2024 STIP.

Unprogrammed Shares

The counties and the region may propose to leave county share STIP funds unprogrammed for a time to allow adequate consideration of funding options for future projects. The CTC particularly encourages Caltrans and the regional agencies to engage in early consultations to coordinate their ITIP and RTIP proposals for such projects. Counties intending to maintain an unprogrammed balance of its county share for future program amendments prior to the next STIP must include a statement of the intentions for the funds, including the anticipated use of the funds, as well as the amount and timing of the intended STIP amendment(s). However, access to any unprogrammed

balance is subject to availability of funds, and may not be approved by the CTC until the next STIP programming cycle.

Countywide RTIP Listing

By October 4, 2023, each CTA must submit to MTC a draft proposed countywide RTIP project listing showing the proposed programming of county shares. The final list is due to MTC by November 1, 2023, and must include the final project applications for any new projects added to the STIP (or any significantly revised existing STIP projects), details of projects completed since the last STIP, and appropriate project level performance measure analysis.

Project Screening Criteria, Including Readiness

In addition to the CTC Guidelines, all projects included in the 2024 RTIP must meet all MTC project-screening criteria listed in Appendix A-3 of this guidance, including the planning and the project readiness requirements.

RTIP Applications

Project sponsors must complete an application for each new project proposed for funding in the RTIP, consisting of the items included in Appendix A-4 of this guidance. In addition to MTC's Fund Management System (FMS) application, project sponsors must use the latest Electronic Project Programming Request (ePPR) forms provided by Caltrans for all projects. CTAs should submit ePPRs for all projects (including existing projects with no changes) on the revised form provided by Caltrans. The nomination sheet must be submitted electronically for upload into the regional and statewide databases. Existing projects already programmed in the STIP with proposed changes should propose an amendment in MTC's FMS, and submit a revised ePPR electronically.

STIP Performance Measures: Regional and Project-Level Analyses

The CTC continues to require performance measures in the RTIP and ITIP review process for the 2024 RTIP. According to the STIP Guidelines, a regional, system-level performance report must be submitted along with the RTIP submission. MTC staff will compile this report, focusing on applying the measures at the Regional Transportation Plan (RTP) level.

In addition, the 2024 STIP Guidelines require a project-level performance measure evaluation on all projects with total project costs over \$50 million or over \$15 million in STIP funds programmed. The project-level evaluation should address performance indicators and measures listed in the 2024 STIP Guidelines (see Section 19, Part D). The evaluation should also include a Caltrans-generated benefit/cost estimate, estimated impacts the project will have on the annual cost of operating and maintaining the state's transportation system, and estimated impact to greenhouse gas reduction efforts. The project-level evaluation must also be completed, if it has not already, on existing STIP projects with construction programmed, that exceed \$50 million in total project cost/\$15 million in STIP programming, and have had CEQA completed after December 2011. The CTAs are required to submit the project-level performance measures to MTC by the final application due date.

Completed Project Reporting

The 2024 STIP Guidelines require a report on all RTIP projects over \$20 million in total project cost completed between the adoption of the RTIP and the adoption of the previous RTIP (from December 2021 to December 2023). The report must include a summary of the funding plan and programming/allocation/expenditure history, as well as a discussion of project benefits that were anticipated prior to construction compared with an estimate of the actual benefits achieved. The CTAs are required to submit the completed project reporting information to MTC by the final application due date.

Regional Projects

Applications for projects with regionwide or multi-county benefits should be submitted to both MTC and the affected county CTAs for review. Regional projects will be considered for programming in the context of other county project priorities. MTC staff will work with the interested parties (CTAs and project sponsors) to determine the appropriate level of funding for these projects and negotiate county contributions of the project cost. County contributions would be based on population shares of the affected counties, or other agreed upon distribution formulas.

85-115% Adjustments

MTC may, pursuant to Streets and Highways Code Section 188.8 (k), pool the county shares within the region, provided that each county shall receive no less than 85 percent and not more than 115 percent of its county share for any single STIP programming period and 100 percent of its county share over two STIP programming cycles.

MTC may recommend use of the 85%-115% rule provided for in SB 45 to ensure, as needed, that the proper scope of projects submitted for programming can be accommodated. MTC will also work with CTAs to recommend other options, such as phased programming across STIP cycles, to ensure that sufficient funding and concerns such as timely use of funds are adequately addressed.

MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy

SB 45 established strict timely use of funds and project delivery requirements for transportation projects programmed in the STIP. Missing critical milestones could result in deletion of the project from the STIP, and a permanent loss of the funds to the county and region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the STIP. While SB 45 provides some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC is very clear that deadline extensions will be the exception rather than the rule. MTC Resolution No. 3606, Revised, details the Regional Project Delivery Policy for Regional Discretionary Funding, which are more restrictive than the State's delivery policy. For instance, MTC expects STIP projects to request allocation of funds by January 31st of the programmed fiscal year. Further, MTC expects regular status reports from sponsors that will feed into the region's state allocation plan. See Attachment C to MTC Resolution No. 4603 for additional extension and amendment procedures.

Allocation of Funds - Requirements

To ensure there is no delay in the award of the construction contract (which CTC guidelines and MTC Resolution No. 3606 require within six months of allocation), STIP allocation requests for the construction phase of federally-funded projects must be accompanied by the complete and accurate Request for Authorization (RFA) package (also known as the E-76 package). Concurrent submittal of the CTC allocation request and the RFA will minimize delays in contract award. Additionally, for the allocation of any non-environmental phase funds (such as for final design, right of way, or construction), the project sponsor must demonstrate that both CEQA and NEPA documents are completed and certified for federalized projects.

Notice of Cost Increase

For projects with a total estimated cost over \$25 million, the implementing agency must perform quarterly project cost evaluations. If a cost increase greater than 10 percent of the total estimated cost of the particular phase is identified, the implementing agency must notify and submit an updated ePPR form to the appropriate CTA and MTC. In the event that a project is divided into sub-elements, the implementing agency will include all project sub-elements (i.e. landscaping, soundwalls, adjacent local road improvements) in the quarterly cost evaluation.

Early notification of cost increases allows the CTA and MTC to assist in developing strategies to manage cost increases and plan for future county share programming.

Cost Escalation for Caltrans-Implemented Projects

CTC remains very critical of unexpected cost increases to projects funded by in the STIP. To ensure that the amounts programmed in the STIP are accurate, MTC encourages the CTAs to consult with Caltrans and increase Caltrans project costs by an agreed-upon escalation rate if funds are proposed to be shifted to a later year. This will currently only apply to projects implemented by Caltrans.

Notice of Contract Award

Caltrans has developed a procedure (Local Programs Procedures LPP-01-06) requiring project sponsors to notify Caltrans immediately after the award of a contract. Furthermore, Caltrans will not make any reimbursements for expenditures until such information is provided. Project sponsors must also notify MTC and the appropriate CTA immediately after the award of a contract. To ensure proper monitoring of the Timely Use of Funds provisions of SB 45, project sponsors are required to provide MTC and the county CTA with a copy of the LPP-01-06 “Award Information for STIP Projects – Attachment A” form, when it is submitted to Caltrans. This will assist MTC and the CTA in maintaining the regional project monitoring database, and ensure accurate reporting on the status of projects in advance of potential funding lapses. In accordance with CTC and Caltrans policies, construction funds must be encumbered in a contract within six months of allocation.

Appendix A-1: 2024 RTIP Development Schedule

| METROPOLITAN TRANSPORTATION COMMISSION 2024 Regional Transportation Improvement Program Development Schedule (Subject to Change) July 31, 2023 | |
|---|---|
| March 22, 2023 | Caltrans presentation of draft STIP Fund Estimate Assumptions (CTC Meeting) |
| May 17, 2023 | CTC adoption of STIP Fund Estimate Assumptions (CTC Meeting) |
| June 28, 2023 | Caltrans presentation of the draft STIP Fund Estimate and draft STIP Guidelines (CTC Meeting) |
| June 15, 2023 | Local Streets and Roads/Programming and Delivery Working Group (LSRPDWG) discussion and review of initial schedule for 2024 RTIP |
| June 27, 2023 | Governor signs State Budget |
| July 19, 2023 | STIP Fund Estimate and Guidelines Workshop |
| August 16, 2023 | CTC adopts STIP Fund Estimate and STIP Guidelines (CTC Meeting) |
| September 6, 2023 | Draft RTIP Policies and Procedures published online and emailed to stakeholders for public comment |
| September 13, 2023 | MTC Programming and Allocations Committee (PAC) scheduled review and recommendation of final proposed RTIP Policies and Procedures |
| September 27, 2023 | MTC Commission scheduled adoption of RTIP Policies and Procedures |
| October 4, 2023 | BACTAs submit to MTC, RTIP projects summary listings and identification of projects requiring project-level performance measure analysis. Deadline to submit Complete Streets Checklist for new projects. |
| November 1, 2023 | Final Project Programming Request (PPR) forms due to MTC. Final RTIP project listing and performance measure analysis due to MTC. Final PSR (or PSR Equivalent), Resolution of Local Support, and Certification of Assurances due to MTC (Final Complete Applications due) |
| December 6, 2023 | Draft RTIP scheduled to be available for public review |
| December 13, 2023 | PAC scheduled review of RTIP and referral to Commission for approval |
| December 15, 2023 | 2024 RTIP due to CTC |
| December 20, 2023 | MTC Commission scheduled approval of 2024 RTIP (Full RTIP to be transmitted to CTC within one week of Commission approval) |
| January 25, 2024 | CTC 2024 STIP Hearing – Northern California (TBD) |
| February 1, 2024 | CTC 2024 STIP Hearing – Southern California (TBD) |
| March 1, 2024 | CTC Staff Recommendations on 2024 STIP released |
| March 21, 2024 | CTC adopts 2024 STIP (CTC Meeting) |

Shaded Area – Actions by Caltrans or CTC

2024 RTIP Fund Estimate County Targets

8/14/2023

All numbers in thousands

Table 1: County Share Targets

| FINAL | Through FY 2028-29 New Distrib. | Advanced Carryover and Lapsed | Regional Set-aside* | MTC PPM** FY 2027-28 & FY 2028-29 | 2024 STIP CTA Target*** |
|----------------------|---------------------------------------|-------------------------------------|------------------------|---|----------------------------|
| Alameda | 44,894 | 19,342 | (5,063) | (369) | 58,804 |
| Contra Costa | 30,699 | 12,455 | (31,090) | (240) | 11,824 |
| Marin | 7,885 | (18,482) | (571) | (68) | 0 |
| Napa | 5,127 | (7,577) | (376) | (42) | 0 |
| San Francisco | 22,290 | 15,300 | (1,548) | (188) | 35,854 |
| San Mateo | 22,224 | 16,776 | (1,598) | (194) | 37,208 |
| Santa Clara | 51,911 | (29,968) | (3,632) | (431) | 17,880 |
| Solano | 13,728 | (22,751) | (945) | (113) | 0 |
| Sonoma | 15,766 | 1,733 | (1,177) | (136) | 16,186 |
| County Totals | 214,524 | (13,172) | (46,000) | (1,781) | 177,756 |

Note: Counties with negative balance have a "\$0" new share.

* Regional set-aside includes \$31M from ARRA/Caldecott payback, \$15M from SFOBB Bike/Ped Access projects, and \$3.4M from MSN B2 payback (SON)

** Assumes 2% Escalation Rate (reduced from 3.5%)

*** Does not include new CTA PPM programming

*Table 2: Planning, Programming, and Monitoring Amounts
FY 2024-25, FY 2025-26, FY 2026-27, FY 2027-28*

| | PPM Limit FY 2024-25 through FY 2027-28 | MTC PPM FY 2024-25 through FY 2027-28 | Programmed CTA PPM Current Share Period | | | | PPM FY 2024-25 through FY 2027-28 CTA Share* |
|----------------------|--|--|--|------------|------------|------------|--|
| | | | FY 2024-25 | FY 2025-26 | FY 2026-27 | FY 2027-28 | |
| Alameda | 3,169 | 710 | 394 | 747 | | | 1,318 |
| Contra Costa | 2,170 | 461 | 275 | 263 | 263 | | 908 |
| Marin | 576 | 131 | 216 | | | | 229 |
| Napa | 377 | 81 | 50 | 48 | 48 | | 150 |
| San Francisco | 1,593 | 361 | 199 | 380 | | | 653 |
| San Mateo | 1,607 | 373 | 195 | 195 | 196 | | 648 |
| Santa Clara | 3,715 | 828 | 454 | 454 | 455 | | 1,524 |
| Solano | 977 | 218 | 123 | 116 | 117 | | 403 |
| Sonoma | 1,164 | 261 | 443 | | | | 460 |
| County Totals | 15,348 | 3,424 | 2,349 | | | 0 | 6,293 |

Note: Counties may redistribute and program PPM share across all four fiscal years

* CTA PPM share has not been subtracted from 2024 STIP CTA target identified in Table 1

*Table 3: Planning, Programming, and Monitoring Amounts
FY 2028-29*

| | PPM Limit FY 2028-29 | MTC PPM FY 2028-29 | Programmed CTA PPM FY29 to FY32 | PPM Available for FY29-32 Share Period CTA Share* |
|----------------------|-------------------------|-----------------------|---------------------------------------|---|
| | | | FY 2028-29 | |
| Alameda | 743 | 186 | | 557 |
| Contra Costa | 508 | 121 | | 387 |
| Marin | 131 | 34 | | 97 |
| Napa | 85 | 21 | | 64 |
| San Francisco | 369 | 95 | | 274 |
| San Mateo | 368 | 98 | | 270 |
| Santa Clara | 859 | 218 | | 641 |
| Solano | 227 | 57 | | 170 |
| Sonoma | 261 | 69 | | 192 |
| County Totals | 3,551 | 899 | 0 | 2,652 |

* CTA PPM share has not been subtracted from 2024 STIP CTA target identified in Table 1

**2024 Regional Transportation Improvement Program
Policies and Procedures
Appendix A-3: 2024 RTIP Project Screening Criteria**

Eligible Projects

- A. Eligible Projects.** SB 45 (Chapter 622, Statutes 1997) defined the range of projects that are eligible for consideration in the RTIP. Eligible projects include, state highway improvements, local road improvements and rehabilitation, public transit, intercity rail, grade separation, pedestrian and bicycle facilities, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety projects. Due to the current fund make up of the STIP, sponsors should expect that all projects programmed in the STIP include a mix of state and federal funds.

Planning Prerequisites

- B. RTP Consistency.** Projects included in the RTIP must be consistent with the adopted Regional Transportation Plan (RTP), which state law requires to be consistent with federal planning and programming requirements. Each project to be included in the RTIP must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number.
- C. CMP Consistency.** Local projects must also be included in a County Congestion Management Plan (CMP), or in an adopted Capital Improvement Program (CIP) for counties that have opted out of the CMP requirement, prior to inclusion in the RTIP.
- D. PSR or PSR Equivalent is Required.** Projects in the STIP must have a complete Project Study Report (PSR) or, for a project that is not on a state highway, a project study report equivalent or major investment study. The intent of this requirement is to ensure that the project scope, cost and schedule have been adequately defined and justified. Projects with a circulating draft or final environmental document do not need a PSR. This requirement is particularly important in light of SB 45 timely use of funds requirements, discussed below.

The required format of a PSR or PSR equivalent varies by project type. Additional guidance on how to prepare these documents is available on the internet at the addresses indicated within Part 3 (PSR, or equivalent) of Appendix A-4: 2024 RTIP Project Application, which includes a table categorizing PSR and PSR equivalent requirements by project type.

Project Costs and Phases

- E. Escalated Costs.** All projects will count against share balances on the basis of their fully escalated (inflated) costs. All RTIP project costs must be escalated to the year of expenditure.

As required by law, inflation estimates for Caltrans operations (capital outlay support) costs are based on the annual escalation rate established by the Department of Finance. Local project sponsors

may use the state escalation rates or their own rates in determining the escalated project cost in the year programmed.

F. Project Phases. Projects must be separated into the following project components:

1. Completion of all studies, permits and environmental studies (ENV)
2. Preparation of all Plans, Specifications, and Estimates (PS&E)
3. Acquisition of right-of-way (ROW)
4. Construction and construction management and engineering, including surveys and inspections.” (CON)

Note: Right-of-way and construction components on Caltrans projects must be further separated into capital costs and Caltrans support costs (ROW-CT and CON-CT).

The project sponsor/CTA must display the project in these four components (six for Caltrans projects) in the final submittal. STIP funding amounts programmed for any component shall be rounded to the nearest \$1,000. Additionally, unless substantially justified, no project may program more than one project phase in a single fiscal year. Caltrans-sponsored projects are exempt from this prohibition. Additionally, right of way (ROW) funds may be programmed in the same year as final design (PS&E) if the environmental document is approved. ROW funds may be programmed in the same year as construction (CON) only if the project does not have significant right of way acquisition or construction costs that require more than a simple Categorical Exemption or basic permitting approvals (see section L). The CTC will not allocate PS&E, ROW, or CON funding until CEQA and NEPA (if federalized) documents are complete and submitted to CTC.

All requests for funding in the RTIP for projects on the state highway system and implemented by an agency other than the Department must include any oversight fees within each project component cost, as applicable and as identified in the cooperative agreement. This is to ensure sufficient funding is available for the project component.

G. Minimum Project Size. New projects or the sum of all project components per project cannot be programmed for less than \$500,000 for counties with a population over 1 million (from 2010 U.S. Census data: Alameda, Contra Costa, and Santa Clara Counties), and \$250,000 for counties with a population under 1 million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma Counties), with the following exceptions:

- (a) Funds used to match federal funds;
- (b) Planning, Programming and Monitoring (PPM);
- (c) Projects for landscaping and mitigation of State highway projects, including soundwalls;
- (d) Caltrans project support components not allocated by the Commission; and
- (e) Right-of-way capital outlay for Caltrans, which is not allocated by the Commission on a project basis.

Other exceptions may be made on a case-by-case basis.

H. Fiscal Years of Programming. The 2024 STIP covers the five-year period from FY 2024-25 through 2028-29. If a project will not be ready for allocation in a certain year, project sponsors should delay funds to a later year of the five-year STIP period.

Readiness Standards

- I. Project Phases Must Be Ready in the Year Proposed.** Funds designated for each project component will only be available for allocation until the end of the fiscal year in which the funds are programmed in the STIP. Once allocated, the sponsor will have two additional years beyond the end of the programmed fiscal year to expend pre-construction STIP funds. For construction, the sponsor will have six months to award a contract and three years to expend funds after project award. Project sponsors must invoice at least once in a six-month period following the allocation of funds. It is therefore very important that projects be ready to proceed in the year programmed.
- J. Completion of Environmental Process.** Government Code Section 14529(c) requires that funding for right-of-way acquisition and construction for a project may be included in the STIP only if the CTC makes a finding that the sponsoring agency will complete the environmental process and can proceed with right-of-way acquisition or construction within the five year STIP period. Furthermore, in compliance with Section 21150 of the Public Resources Code, the CTC may not allocate funds to local agencies for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) for federally-funded projects. Therefore, project sponsors must demonstrate to MTC that these requirements can be reasonably expected to be met prior to programming final design, right-of-way, or construction funds in the RTIP. Final CEQA documents (aside from Categorical Exemptions, or CEs) must be submitted to CTC prior to allocation. Additional information is available at: <https://catc.ca.gov/programs/environmental>.
- K. Programming Project Components in Sequential STIP Cycles.** Project components may be programmed sequentially. That is, a project may be programmed for environmental work only, without being programmed for plans, specifications, and estimates (design). A project may be programmed for design without being programmed for right-of-way or construction. A project may be programmed for right-of-way without being programmed for construction. The CTC recognizes a particular benefit in programming projects for environmental work only, since projects costs and particularly project scheduling often cannot be determined with meaningful accuracy until environmental studies have been completed. As the cost, scope and schedule of the project is refined, the next phases of the project may be programmed with an amendment or in a subsequent STIP.

When proposing to program only preconstruction components for a project, the implementing agency must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the regional transportation plan or the Caltrans interregional transportation strategic plan. The anticipated total project cost and source of any uncommitted future funding must be identified.

- L. Sequential Phasing.** For most projects, the different project phases should be programmed sequentially in the STIP, i.e. environmental before design before right of way before construction. Projects with significant right of way acquisition or construction costs that require more than a simple Categorical Exemption or basic permitting approvals, must not be programmed with the right of way and construction components in the same year as the environmental. Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of

design, right of way or construction. As prescribed in Section F, projects may not have more than one phase programmed per fiscal year, with the exceptions of Caltrans-sponsored preconstruction phases, and right of way (ROW) funds programmed with final design (PS&E) or construction (CON) where there are no significant ROW acquisitions necessary.

M. The Project Must Have a Complete Funding Commitment Plan. All local projects must be accompanied by an authorizing resolution stating the sponsor's commitment to complete the project as scoped with the funds requested. A model resolution including the information required is outlined in Appendix A-4 - Part 1 of this guidance.

The CTC may program a project component funded from a combination of committed and uncommitted funds. Uncommitted funds may only be nominated from the following competitive programs: Local Partnership Program, Solutions for Congested Corridors Program, or Trade Corridor Enhancement Program. All local projects requesting to be programmed with uncommitted funds must be accompanied with a plan for securing a funding commitment, explain the risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained. If the funding commitment is not secured with the adoption of these programs and alternative funding is not identified within six months, the projects will be subject to deletion by the Commission. Projects programmed by the Commission in the STIP will not be given priority for funding in other programs under the Commission's purview.

The CTC will regard non-STIP funds as committed when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including STP, CMAQ, and Federal formula transit funds, the commitment may be by Federal TIP adoption. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

All regional agencies with rail transit projects shall submit full funding plans describing each overall project and/or useable project segment. Each plan shall list Federal, State, and local funding categories by fiscal year over the time-frame that funding is sought, including funding for initial operating costs. Moreover, should the project schedule exceed the funding horizon, then the amount needed beyond what is currently requested shall be indicated. This information may be incorporated in the project application nomination sheets.

N. Field Review for Federally Funded Local Projects. One way to avoid unnecessary STIP amendment and extension requests is to conduct a field review with Caltrans as early as possible, so potential issues may be identified with sufficient time for resolution.

For all projects in the 2024 RTIP (anticipated to be a mix of federal and state funding), the project sponsor agrees to contact Caltrans and schedule and make a good faith effort to complete a project field review within 6-months of the project being included in the Transportation Improvement Program (TIP). For the 2024 STIP, Caltrans field reviews should be completed by September 1, 2024 for federal aid projects programmed in 2024-25 and 2025-26. The requirement does not apply to planning activities, state-only funded projects, or STIP funds to be transferred to the Federal Transit Administration (FTA).

Other Requirements

- O. Availability for Audits.** Sponsors must agree to be available for an audit if requested. Government Code Section 14529.1 “The commission [CTC] shall request that the entity receiving funds accept an audit of funds allocated to it by the commission, if an audit is deemed necessary.”
- P. Interregional Projects May Be Proposed Under Some Restrictive Circumstances.** The project must be a usable segment and be more cost-effective than a Caltrans alternative project. Government Code Section 14527 (c) “A project recommended for funding by the RTPA in the Interregional Improvement Program shall constitute a usable segment, and shall not be a condition for inclusion of other projects in the RTIP.” Government Code Section 14529 (k) “... the commission [CTC] must make a finding, based on an objective analysis, that the recommended project is more cost-effective than a project submitted by the department....”
- Q. Premature Commitment of Funds.** The project sponsor may not be reimbursed for expenditures made prior to the allocation of funds by the CTC (or by Caltrans under delegation authority), unless the provisions of Senate Bill 184 are met in accordance with the CTC Guidelines for Implementation of SB 184. Under no circumstances may funds be reimbursed for expenditures made prior to the funds being programmed in the STIP or prior to the fiscal year in which the project phase is programmed. In addition, the sponsor must make a written request to Caltrans prior to incurring costs, in accordance with Caltrans Local Assistance Procedures for SB 184 implementation.
- R. State-Only Funding.** The 2024 RTIP is expected to be funded with a mix of federal and state funds. Project sponsors must federalize their projects by completing NEPA documentation and complying with federal project delivery rules. Project sponsors are expected to meet all requirements of Article XIX in selecting projects receiving state-only funding. This includes sponsors or the CTA providing documentation verifying the county passed a measure allowing for the use of state-only State Highway Account funds on fixed guideway projects, should RTIP funds be proposed for use on non-federalized fixed guideway transit projects.
- S. Federal Transportation Improvement Program.** All projects programmed in the STIP must also be programmed in the federal Transportation Improvement Program (TIP), regardless of fund source. Project sponsors are encouraged to submit TIP amendment requests immediately following inclusion of the project into the STIP by the CTC. The project listing in the TIP must include total project cost by phase regardless of the phase actually funded by the CTC. STIP projects using federal funds will not receive federal authorization to proceed without the project being properly listed in the TIP.
- T. Agency Single Point of Contact.** Project sponsors shall assign a single point of contact within the agency to address programming and project delivery issues that may arise during the project life cycle. The name, title, and contact information of this person shall be furnished to the CTA and MTC at the time of project application submittal. This shall also serve as the agency contact for all FHWA-funded projects.

2024 Regional Transportation Improvement Program (RTIP)
Appendix A-4: 2024 RTIP Project Application

Project sponsors must submit a completed project application for each project proposed for funding in the 2024 RTIP. The application consists of the following five parts and are available on the Internet (as applicable) at: <http://www.mtc.ca.gov/funding/>

1. Resolution of local support
2. Project Study Report (PSR), or equivalent
3. RTIP Electronic Project Programming Request (ePPR) form (must be submitted electronically)
4. Performance Measures Worksheet (if applicable)
5. Complete Streets Checklist (if applicable: check with CTA or on MTC's website, listed above)

Part 1: Sample Resolution of Local Support

Note: Use the latest version of the Resolution of Local Support at:

<https://mtc.ca.gov/digital-library/13576-resolution-local-support-template-july-2023>

Resolution of Local Support
Resolution No. _____

**Authorizing the filing of an application for funding assigned to MTC and
committing any necessary matching funds and stating assurance to complete the project**

WHEREAS, (INSERT APPLICANT NAME HERE) (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for (INSERT FUNDING \$ AMOUNT HERE) in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Carbon Reduction Program (CRP) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the (INSERT PROJECT TITLE(S) HERE) (herein referred to as PROJECT) for the (INSERT MTC PROGRAM(S) HERE) (herein referred to as PROGRAM); and

WHEREAS, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149), the Carbon Reduction Program (CRP) (23 U.S.C. § 175), and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

WHEREAS, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and
WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective County Transportation Agency (CTA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the County Transportation Agency (CTA); and

WHEREAS, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and be it further

RESOLVED that APPLICANT will provide any required matching funds; and be it further

RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further

RESOLVED that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective County Transportation Agency (CTA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and be it further

RESOLVED that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and be it further

RESOLVED that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and be it further

RESOLVED that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it further

RESOLVED that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it further

RESOLVED that, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the County Transportation Agency (CTA); and be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, City Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

RTIP Project Application

Part 2: Project Study Report (PSR), or equivalent

The required format of a PSR or PSR equivalent varies by project type. The following table categorizes PSR and PSR equivalent requirements by project type. The PSR or PSR equivalent must be prepared by a registered engineer and contain the proper approvals including approval of Executive Director, Deputy Director, Division Chief or District Director, of the nominating agency and the implementing agency. For a rail project where the implementing agency is Union Pacific or BNSF, their signature will not be required in a PSR equivalent. Additional guidance on how to prepare these documents is available on the Internet at the addresses indicated below, or from MTC.

Project Study Report (PSR) Requirements PSR and Equivalents by Project Type

| Project Type | Type of Document Required * | Where to get more information |
|---|---|--|
| State Highway | Full PSR or PD/ENV Only | https://dot.ca.gov/-/media/dot-media/programs/design/documents/apdx-l-template.docx |
| Local Roadway a. rehabilitation b. capacity increasing or other project | PSR for local rehabilitation PSR equivalent – project specific study with detailed scope and cost estimate | In most cases completing the Preliminary Environmental Study and Field Review forms in the Local Assistance Procedures Manual should be sufficient. These forms can be found at: <u>Preliminary Environmental--</u> https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm then look in chapter 6 pg 6-31. <u>Field Review --</u> https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm then look in chapter 7 pg 7-13. |
| Transit | State of California Uniform Transit Application | https://dot.ca.gov/-/media/dot-media/programs/rail-mass-transportation/documents/f0010035-state-uta-instruc-091906-a11y.docx |
| Other | PSR equivalent with detailed scope and cost estimate | To be determined on a case-by-case basis |

* In some instances a Major Investment Study (MIS) prepared under federal guidance may serve as a PSR equivalent where information provided is adequate for programming purposes.

RTIP Project Application

Part 3: Electronic Project Programming Request (ePPR) Form

Applicants are required to submit an electronic Project Programming Request (ePPR) form in order to be considered for funding from the 2024 RTIP.

The ePPR for new projects will be made available at the following location:

<https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip>

The ePPRs must also be submitted for existing projects and can be downloaded at the following location:

<https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip>

Part 4: Performance Measures Worksheet

Applicants submitting nominations for projects with total project costs exceeding \$50 million, or have over \$15 million in STIP funds programmed, are required to submit a Performance Measure Worksheet.

The Worksheet template is available at the following location:

<https://catc.ca.gov/programs/state-transportation-improvement-program>

Select the “2024 STIP Guidelines” document. The template begins on page 11 and continues on page 50 of the guidelines, under “Appendix B: Performance Indicators and Measures”.

Part 5: Complete Streets Checklist

Applicants are required to include the Complete Streets Checklist as presented to the local Bike and Pedestrian Advisory Committee with the application submittal to MTC for projects that will have an impact on bicycles or pedestrians. The Checklist is available at the MTC website at

<https://mtc.ca.gov/planning/transportation/complete-streets>.

MTC 2024 Regional Transportation Improvement Program

(all numbers in thousands)

| County | Agency | PPNO | Project | 2024 RTIP Total | 2024 RTIP Funding by Fiscal Year | | | | | Outside 29-30+ |
|----------------------------|-------------|-------|--|--------------------|----------------------------------|--------|--------|--------|--------|-------------------|
| | | | | | 24-25 | 25-26 | 26-27 | 27-28 | 28-29 | |
| Alameda County Shares | | | | | | | | | | |
| Alameda | MTC | 2100 | Planning, programming, and monitoring | 896 | 172 | 176 | 179 | 183 | 186 | 0 |
| Alameda | ACTC | 2179 | Planning, programming, and monitoring | 3,016 | 1,500 | 0 | 959 | 0 | 557 | 0 |
| Alameda | Fremont | 0023P | Rt 880/Decoto Rd IC Moderniztn, priority transit/bike lanes | 3,000 | 0 | 3,000 | 0 | 0 | 0 | 0 |
| Alameda | Caltrans | 0044D | Rt 880, Oakland/Alameda Access, Broadway-Jackson | 35,344 | 0 | 35,344 | 0 | 0 | 0 | 0 |
| Alameda | BART | 2103E | Downtown Berkeley BART station Elevator modernization | 1,000 | 0 | 0 | 1,000 | 0 | 0 | 0 |
| Alameda | AC Transit | new | Purchase of 10 Zero-emission Buses | 13,125 | 0 | 0 | 0 | 0 | 13,125 | 0 |
| Alameda | Dublin | new | Village Parkway Complete Streets Improvements | 9,150 | 0 | 0 | 0 | 9,150 | 0 | 0 |
| Alameda | Pleasanton | new | Interstate 680/Sunol Boulevard Interchange Modernization | 6,000 | 0 | 0 | 0 | 6,000 | 0 | 0 |
| Alameda | LAVTA | new | LAVTA Atlantis Facility Construction | 5,180 | 0 | 0 | 0 | 5,180 | 0 | 0 |
| Santa Clara | San Jose | 2374 | Story-Keyes Bikeway Project | 5,063 | 0 | 0 | 5,063 | 0 | 0 | 0 |
| Alameda County Total | | | | 81,774 | 1,672 | 38,520 | 7,201 | 20,513 | 13,868 | - |
| Contra Costa County Shares | | | | | | | | | | |
| Contra Costa | CCCPW | 0294E | Treat Boulevard Corridor Improvements | 1,600 | 0 | 1,600 | 0 | 0 | 0 | 0 |
| Contra Costa | CCTA | 0299A | SR4 Operational Improvements – Phase 1 | 7,500 | 0 | 7,500 | 0 | 0 | 0 | 0 |
| Contra Costa | CCTA | 0299B | State Route 4 Operational Improvements - Phase 2 | 3,000 | 0 | 3,000 | 0 | 0 | 0 | 0 |
| Contra Costa | CCTA | 2011O | Planning, programming, and monitoring | 2,096 | 427 | 427 | 427 | 428 | 387 | 0 |
| Contra Costa | MTC | 2118 | Planning, programming, and monitoring | 582 | 112 | 114 | 116 | 119 | 121 | 0 |
| Contra Costa | CCTA | 2025H | I-80/Central Avenue - Phase 2 (Local Road Realignment) | 1,873 | 0 | 1,873 | 0 | 0 | 0 | 0 |
| Contra Costa | Caltrans | 0521L | Innovate 680 Coordinated Adaptive Ramp Metering (CARM) Project | 25,000 | 0 | 25,000 | 0 | 0 | 0 | 0 |
| Contra Costa | CCTA | 2321B | I680 NB Express Lane Completion Ph 1 | 15,000 | 0 | 15,000 | 0 | 0 | 0 | 0 |
| Contra Costa | Moraga | new | St Mary's Rd Multimodal Safety Improvements | 10,529 | 0 | 0 | 0 | 1,200 | 9,329 | 0 |
| Contra Costa | SFMTA | New | New Flyer Midlife Overhaul - Phase III | 18,270 | 0 | 0 | 18,270 | 0 | 0 | 0 |
| Santa Clara | San Jose | 2374 | Story-Keyes Bikeway Project | 12,820 | 0 | 0 | 12,820 | 0 | 0 | 0 |
| Contra Costa Total | | | | 98,270 | 539 | 54,514 | 31,633 | 1,747 | 9,837 | - |
| Marin County Shares | | | | | | | | | | |
| Marin | MTC | 2127 | Planning, programming, and monitoring | 165 | 32 | 32 | 33 | 34 | 34 | 0 |
| Marin | TAM | 2127C | Planning, programming, and monitoring | 542 | 445 | 0 | 0 | 0 | 97 | 0 |
| Santa Clara | San Jose | 2374 | Story-Keyes Bikeway Project | 571 | 0 | 0 | 571 | 0 | 0 | 0 |
| Marin County Total | | | | 1,278 | 477 | 32 | 604 | 34 | 131 | - |
| Napa County Shares | | | | | | | | | | |
| Napa | Caltrans | 1483B | Silverado Trail Five-Way Intersection Improvements | 1,153 | 0 | 1,153 | 0 | 0 | 0 | 0 |
| Napa | MTC | 2130 | Planning, programming, and monitoring | 102 | 20 | 20 | 20 | 21 | 21 | 0 |
| Napa | NVTA | 1003E | Planning, programming, and monitoring | 360 | 74 | 74 | 74 | 74 | 64 | 0 |
| Napa | Napa County | new | Napa Valley Vine Trail St. Helena to Yountville | 2,000 | 0 | 0 | 2,000 | 0 | 0 | 0 |
| Santa Clara | San Jose | 2374 | Story-Keyes Bikeway Project | 376 | 0 | 0 | 376 | 0 | 0 | 0 |

| County | Agency | PPNO | Project | 2024 RTIP | 2024 RTIP Funding by Fiscal Year | | | | | Outside |
|-----------------------------|---------------|-------|--|-----------|----------------------------------|-------|--------|--------|-------|---------|
| | | | | Total | 24-25 | 25-26 | 26-27 | 27-28 | 28-29 | 29-30+ |
| Napa County Total | | | | 3,991 | 94 | 1,247 | 2,470 | 95 | 85 | - |
| San Francisco County Shares | | | | | | | | | | |
| San Francisco | SFCTA | 2007 | Planning, programming, and monitoring | 1,506 | 199 | 380 | 326 | 327 | 274 | 0 |
| San Francisco | MTC | 2131 | Planning, programming, and monitoring | 456 | 88 | 89 | 91 | 93 | 95 | 0 |
| San Francisco | SFMTA | New | New Flyer Midlife Overhaul - Phase III | 45,569 | 0 | 0 | 45,569 | 0 | 0 | 0 |
| San Francisco | SFMTA | 2014W | New Flyer Midlife Overhaul - Phase II | 7,952 | 7,952 | 0 | 0 | 0 | 0 | 0 |
| Santa Clara | San Jose | 2374 | Story-Keyes Bikeway Project | 1,548 | 0 | 0 | 1,548 | 0 | 0 | 0 |
| San Francisco County Total | | | | 57,031 | 8,239 | 469 | 47,534 | 420 | 369 | - |
| San Mateo County Shares | | | | | | | | | | |
| San Mateo | MTC | 2140 | Planning, programming, and monitoring | 471 | 91 | 92 | 94 | 96 | 98 | 0 |
| San Mateo | SM C/CAG | 2140A | Planning, programming, and monitoring | 1,504 | 308 | 308 | 309 | 309 | 270 | 0 |
| San Mateo | Caltrans | 0658M | US 101 Managed Lanes – Route 380 to SF County Line | 30,670 | 0 | 1,700 | 0 | 28,970 | 0 | 0 |
| San Mateo | Pacifica | new | Highway 1/Manor Drive Overcrossing Improvement Project | 5,000 | 0 | 0 | 0 | 5,000 | 0 | 0 |
| Santa Clara | San Jose | 2374 | Story-Keyes Bikeway Project | 1,598 | 0 | 0 | 1,598 | 0 | 0 | 0 |
| San Mateo County Total | | | | 39,243 | 399 | 2,100 | 2,001 | 34,375 | 368 | - |
| Santa Clara County Shares | | | | | | | | | | |
| Santa Clara | MTC | 2144 | Planning, programming, and monitoring | 1,046 | 201 | 205 | 209 | 213 | 218 | 0 |
| Santa Clara | SCVTA | 2255 | Planning, programming, and monitoring | 2,004 | 454 | 454 | 455 | 641 | 0 | 0 |
| Santa Clara | VTA | 2015G | Silicon Valley Express Lanes Program - Phase 4 ETS | 11,739 | 11,739 | 0 | 0 | 0 | 0 | 0 |
| Santa Clara | VTA | 2015F | Silicon Valley Express Lanes Program - Phase 4 Civil | 36,548 | 36,548 | 0 | 0 | 0 | 0 | 0 |
| Santa Clara | VTA | new | I-280/Wolfe Interchange | 6,000 | 6,000 | 0 | 0 | 0 | 0 | 0 |
| Santa Clara | VTA | new | Central Bikeway | 8,500 | 8,500 | 0 | 0 | 0 | 0 | 0 |
| Santa Clara | VTA | 2015H | Silicon Valley Express Lanes Program - Phase 5 Civil | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Santa Clara | VTA | 2015J | Silicon Valley Express Lanes Program - Phase 5 ETS | 17,670 | 0 | 0 | 17,670 | 0 | 0 | 0 |
| Santa Clara | San Jose | 2374 | Story-Keyes Bikeway Project | 3,632 | 0 | 0 | 3,632 | 0 | 0 | 0 |
| Santa Clara County Total | | | | 87,139 | 63,442 | 659 | 21,966 | 854 | 218 | - |
| Solano County Shares | | | | | | | | | | |
| Solano | MTC | 2152 | Planning, programming, and monitoring | 275 | 53 | 54 | 55 | 56 | 57 | 0 |
| Solano | STA | 2263 | Planning, programming, and monitoring | 929 | 159 | 200 | 200 | 200 | 170 | 0 |
| Santa Clara | San Jose | 2374 | Story-Keyes Bikeway Project | 945 | 0 | 0 | 945 | 0 | 0 | 0 |
| Solano County Total | | | | 2,149 | 212 | 254 | 1,200 | 256 | 227 | - |
| Sonoma County Shares | | | | | | | | | | |
| Sonoma | SCTA | 0770E | Planning, programming, and monitoring | 1,095 | 443 | 0 | 460 | 0 | 192 | 0 |
| Sonoma | MTC | 2156 | Planning, programming, and monitoring | 330 | 63 | 65 | 66 | 67 | 69 | 0 |
| Sonoma | Sonoma County | new | West County Trail Gap Closures | 3,100 | 0 | 3,100 | 0 | 0 | 0 | 0 |
| Sonoma | SCTA | new | US 101 Corridor Landscaping N of MSN | 9,000 | 0 | 0 | 0 | 9,000 | 0 | 0 |
| Sonoma | SCTA | new | SR 121/8th St.East Intersection Imps | 6,500 | 0 | 0 | 0 | 6,500 | 0 | 0 |
| Santa Clara | San Jose | 2374 | Story-Keyes Bikeway Project | 1,177 | 0 | 0 | 1,177 | 0 | 0 | 0 |
| Sonoma County Total | | | | 21,202 | 506 | 3,165 | 1,703 | 15,567 | 261 | - |

| County | Agency | PPNO | Project | 2024 RTIP | 2024 RTIP Funding by Fiscal Year | | | | | Outside |
|----------------------------|--------|------|---------|-----------|----------------------------------|---------|---------|--------|--------|---------|
| | | | | Total | 24-25 | 25-26 | 26-27 | 27-28 | 28-29 | 29-30+ |
| 2024 RTIP Total - Bay Area | | | | 392,077 | 75,580 | 100,960 | 116,312 | 73,861 | 25,364 | - |

J:\PROJECT\Funding\RTIP\24 RTIP\Ps\December '23 PAC Memo and Attachments\[tmp-4603_B_Program of Projects.xlsx]MTC 2023-12

Date: September 27, 2023
W.I.: 1515
Referred by: PAC

Attachment C
Resolution No. 4603
Page 1 of 13

**2024
Regional Transportation Improvement Program**

**STIP Amendments / Extensions
Rules and Procedures**

September 27, 2023

**MTC Resolution No. 4603
Attachment C**

**Metropolitan Transportation Commission
Funding Policy and Programs Section
<http://mtc.ca.gov/our-work/fund-invest>**

RTIP
Regional Transportation Improvement Program
STIP Amendments / Extensions
Rules and Procedures
Table of Contents

| | |
|--|-----------|
| What is the STIP? | 3 |
| When are Amendments and Extensions Allowed? | 3 |
| STIP Amendments | 3 |
| One-time Extension Requests | 3 |
| Roles and Responsibilities | 4 |
| Requesting STIP Amendments and Extensions | 5 |
| Step 1: Project Sponsor Requests STIP Amendment or Extension | 5 |
| <i>For currently programmed Caltrans projects:</i> | <i>5</i> |
| For a STIP Amendment: | 5 |
| For an Extension: | 6 |
| <i>For currently programmed local projects:</i> | <i>6</i> |
| For a STIP Amendment: | 6 |
| For an Extension: | 7 |
| <i>For all new projects:</i> | <i>8</i> |
| Step 2: MTC Review and Concurrence | 8 |
| <i>Major versus minor changes</i> | <i>9</i> |
| Additional/Supplemental Funds | 9 |
| Allocation of Funds | 10 |
| Timeline for STIP Amendment/Extension Approval | 12 |
| STIP Amendment Form/TIP Amendment Form | 12 |
| Contacts for STIP Amendments/Extensions: | 13 |

Regional Transportation Improvement Program (RTIP) STIP Amendments / Extensions Rules and Procedures

What is the STIP?

The State Transportation Improvement Program (STIP) is the State's spending program for state and federal funding. The STIP is comprised of the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). The program is updated every two years and covers a five-year period. STIP funded projects, like all other state and federally funded projects, must be listed in the Transportation Improvement Program (TIP) in order for the sponsor to access the funding.

Seventy-five percent (75%) of the funding in the STIP flows to regions by formula through their RTIPs. Regions throughout the state are charged with developing an expenditure plan for the funds. Eligible project types include improvements to state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety.

The remaining 25% of the funding flows to the ITIP, which is a statewide program managed by Caltrans. This funding is directed to projects that improve interregional transportation and is closely linked to Caltrans's Interregional Transportation Strategic Plan (ITSP). Eligible project types include intercity passenger rail, mass transit guideways, grade separation, and state highways.

When are Amendments and Extensions Allowed?

STIP Amendments

An amendment may change the cost, scope or schedule of a STIP project and its components. For instance, if the final cost estimate for a project is higher (or lower) than the amount programmed, a STIP amendment may be requested to increase or (decrease) the amount programmed. Or, as a project progresses through project development, it may be time to add the next component or phase. Likewise, if the project schedule is delayed significantly, an amendment may be warranted to request a change in program year of the funding in order to prevent a funding lapse. STIP amendments may also be requested to delete project funding or to add a new project into the STIP.

Important Tip: Once a state fiscal year (July 1 – June 30) has begun, the California Transportation Commission (CTC) will not allow STIP amendments to delete or change the funding programmed in that fiscal year. Instead, the project sponsor may request a one-time extension as described below.

One-time Extension Requests

SB 45 established deadlines for allocation, contract award, expenditure and reimbursement of funds for all projects programmed in the STIP. The CTC may, upon request, grant a one-time

extension to each of these deadlines for up to 20 months. However, the CTC will only grant an extension if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. Furthermore, the extension will not exceed the period of delay directly attributable to the extraordinary circumstance. Generally, the CTC does not grant extensions longer than 12 months. Additionally, project sponsors must be present at the CTC meeting where action is taken on any extension request, to answer questions the CTC staff or commissioners may have.

Roles and Responsibilities

The STIP Amendment and Extensions process requires review and approval by various agencies to ensure the action requested is appropriate, and consistent with state statutes, CTC guidance, Caltrans procedures and regional policies. Projects must be included in a county Congestion Management Program (CMP) or county Capital Improvement Program (CIP), and must be consistent with the Regional Transportation Plan (RTP) to be programmed in the RTIP. Therefore, any additions or changes that may impact the priorities established within these documents must be reviewed and approved by the appropriate agency. Furthermore, improperly programmed funds or missed deadlines could result in funding being permanently lost to the region.

Project sponsors are responsible for reviewing and understanding the procedures, guidance and regulations affecting projects programmed in the STIP. Project sponsors must also assign a Single Point of Contact – an individual responsible for submitting documentation for STIP amendments and extensions that must have read and understood these policies and procedures, particularly the CTC STIP Guidelines available on the internet at <https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip> and the MTC RTIP Policies and Application Procedures posted on the internet at: <http://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/transit-21st-century/funding-sales-tax-and>. Project sponsors are ultimately responsible for ensuring the required documentation is provided to Caltrans by the deadlines established by MTC's Regional Project Delivery Policy (MTC Resolution No. 3606) and Caltrans for all allocations, extensions, and additional supplemental funds requests.

The Congestion Management Agencies/Transportation Authorities, collectively known as the Bay Area County Transportation Agencies (CTAs), are responsible for ensuring the packages submitted by the project sponsors are complete, and the proposed changes are consistent with the RTP, and CMPs or CIP. The CTAs check to ensure the proposed changes meet MTC, CTC and other state or federal guidance and regulations. As mentioned in the Guiding Principles of the 2024 RTIP Policies and Procedures, the CTA must consider equitable distribution of projects in accordance with Title VI. Following CTA concurrence of the request, the complete package is forwarded to MTC.

The Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency (RTPA) for the nine counties of the San Francisco Bay Area, provides concurrence for the STIP requests and formally submits all STIP Amendments to Caltrans for approval by the CTC. MTC also verifies compliance with established state and regional policies. Although MTC provides concurrence on extensions, additional supplemental funds

requests and some allocation requests, it is the responsibility of the project sponsor, not MTC, to ensure the required documentation is submitted to Caltrans by the established deadlines for these action requests.

The California Department of Transportation (Caltrans) processes the requests and makes recommendations to the CTC in accordance with Department procedures and CTC policies and guidelines.

The California Transportation Commission (CTC) approves or rejects the requests based on state statutes and its own established guidance and procedures.

Requesting STIP Amendments and Extensions

As described below, the procedures for processing STIP amendments and extensions vary depending on whether the project is sponsored by Caltrans or a local agency, and whether it has already received STIP funding. Extension Requests and STIP Amendments to delay projects programmed in the following fiscal year must be submitted to MTC and Caltrans by January 31 for CTC action no later than April.

Step 1: Project Sponsor Requests STIP Amendment or Extension

For currently programmed Caltrans projects:

- Caltrans and the appropriate CTA identify and discuss the issue(s) that may require an amendment or extension and notify MTC Funding Policy and Programs (FPP) Section staff that a change to the current STIP may be necessary and is being considered.
- Caltrans and CTA agree on proposed change(s).
- Where necessary, CTA staff requests policy board approval of proposed change.
- Once approved by the CTA, CTA notifies Caltrans in writing of the county's concurrence, with a copy sent to MTC FPP.
- Caltrans requests MTC concurrence for the STIP Amendment/Extension by transmitting the following to MTC FPP:
 - Letter requesting the STIP Amendment or Extension with explanation and justification of the need for the action with the following attachments:

For a STIP Amendment:

- Copy of CTA's letter of concurrence
- Revised electronic Project Programming Request (ePPR) Form – <https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip>
- Submittal of TIP Revision Request through FMS – <https://fms.bayareametro.gov/>
- A construction 'STIP History' for each amendment that would delay the year of construction. The 'STIP History' outlines the project's construction history

as programmed in the STIP with particular attention to any previous delays and reason for the previous and current delay. It must note the original inclusion of the project construction component in the STIP and each prior project construction STIP amendment delay including for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delay. It must also include a statement on the financial impact of the construction delay on the project, and an estimated funding source for the additional funds necessary to complete the project under the delayed schedule. (A STIP History is only required for amendments to delay the year of construction.)

For an Extension:

- Copy of CTA's letter of concurrence
- A construction 'STIP History' for each extension that would delay construction as described above for a STIP Amendment.

For currently programmed local projects:

- Sponsor and the appropriate CTA identify and discuss the issue(s) that may require an amendment or extension and notify Caltrans and MTC Funding Policy and Programs Section staff that a change to the current STIP may be necessary and is being considered.
- Sponsor and CTA agree on proposed change(s).
- Sponsor requests CTA concurrence for the STIP Amendment/Extension by submitting the following to the CTA by January 31:
 - Letter requesting the STIP Amendment or Extension with explanation and justification of the need for the action with the following attachments:

For a STIP Amendment:

- Revised electronic Project Programming Request (ePPR) Form - <https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip>
- Submittal of TIP Revision Request through FMS – <https://fms.bayareametro.gov/>
- A construction 'STIP History' for each amendment that would delay the year of construction. The 'STIP History' outlines the project's construction history as programmed in the STIP with particular attention to any previous delays and reason for previous and current delay. It must note the original inclusion of the project construction component in the STIP and each prior project construction STIP amendment delay including for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delay. It must also include a statement on the financial impact of the construction delay on the project, and an estimated funding source for the additional funds necessary to complete the project under the delayed schedule. (A STIP History is only required for amendments to delay the year of construction.)

- Any other documentation required by the CTA or Caltrans

For an Extension:

- Copy of completed Request for Time Extension form (Exhibit 25-A, located on the internet at: <https://dot.ca.gov/programs/local-assistance/forms/local-assistance-program-guidelines-forms>).
 - A construction ‘STIP History’ for each extension that would delay construction, as described above for a STIP Amendment.
 - A listing showing the status of all SB 45 and regional project delivery policy (MTC Resolution No. 3606) deadlines for all of the project sponsors’ allocated STIP projects, and all active projects funded through the Federal Highway Administration (FHWA), including but not limited to Surface Transportation Program (STP), Congestion Mitigation Air Quality Improvement (CMAQ), and Active Transportation Program (ATP) projects. This is to ensure project sponsors are aware of the other deadlines facing other projects, and so that sponsors will work to meet those deadlines. A template is available online at: http://mtc.ca.gov/sites/default/files/Template_FHWA_Funded_Projects_Status.xlsx.
 - Any other documentation required by the CTA or Caltrans
- Where necessary, CTA staff requests policy board approval of proposed request.
 - Sponsor submits Caltrans’ “Request for Time Extension” form and any other required documentation to Caltrans.
 - CTA requests MTC concurrence for the STIP Amendment/Extension by transmitting a letter to MTC FPP requesting the STIP Amendment or Extension with explanation and justification of the need for the action along with the documentation submitted by the project sponsor. A copy of the request is also sent to Caltrans.
 - Sponsor must be present at the CTC meeting where action is being taken on the extension request to justify the reasons for the extension. Failure to be present may result in the CTC denying the extension request, and risk losing the programmed funds permanently due to missed deadlines. In limited instances, a project sponsor may request that their CTA be available in place of the project sponsor. The CTA and MTC must concur with this request via email.

Important Tip: For STIP Extensions, the CTC will only grant an extension if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. Furthermore, the extension will not exceed the period of delay directly attributable to the extraordinary circumstance, up to a maximum of 20 months (although the Commission generally does not grant any extension longer than 12 months). It is therefore absolutely necessary that the letter and supporting documentation clearly explains and justifies the extension request. Failure to provide adequate justification and not being present at the CTC meeting will most likely result in an extension not being approved.

For all new projects:

- Sponsor and the appropriate CTA identify and discuss the issue(s) that may require a new project to be added to the STIP and notify Caltrans and MTC Funding Policy and Programs Section staff an amendment to the current STIP may be necessary and is being considered.
- Sponsor and CTA agree on proposed addition.
- Sponsor requests CTA concurrence for the STIP Amendment by submitting the following to the CTA:
 - Letter requesting the STIP Amendment with explanation and justification of the need for the project to be added to the STIP.
 - Submittal of TIP Revision Request through FMS – <https://fms.bayareametro.gov/>
 - RTIP Application form including: - <https://mtc.ca.gov/funding/state-funding/state-transportation-improvement-program-stip>
 - Resolution of local support
 - Electronic Project Programming Request (ePPR) forms (with maps)
 - Transportation Improvement Program (TIP) amendment
 - Project Study Report (PSR), or equivalent.
 - Complete Streets Checklist
 - Performance Measures form, as applicable
 - Copy of State-Only Funding Request Exception Form (Only if requesting state-only funding and project is not on pre-approved state-only eligible funding list. Original request is to be submitted directly to Caltrans HQ Budgets for processing and approval prior to MTC submittal of the request to Caltrans/CTC).
- CTA staff obtains policy board approval of proposed addition.
- CTA requests MTC concurrence for the new project by transmitting a letter to MTC FPP requesting the STIP Amendment with an explanation and justification of the need for the project along with a copy of the CTA Resolution approving the project, and the documentation listed above provided by the project sponsor.

Step 2: MTC Review and Concurrence

- Once a complete request has been received, MTC FPP staff will place the request on the MTC Programming and Allocations Committee (PAC) meeting agenda for concurrence of major changes, or prepare a letter of concurrence for the Executive Director's signature for minor changes.
- Following approval by PAC and/or the Executive Director, MTC will send a Letter of Concurrence to Caltrans District 4 with a copy to the appropriate CTA. (District 4 will ensure that the request is copied to the appropriate contacts at Caltrans Headquarters and

CTC.) MTC may concur with minor extensions administratively at the staff level, and with minor changes on Caltrans-sponsored projects administratively via email.

Major versus minor changes

- All major changes, including any requests to program a new project, will be presented to MTC's PAC to determine MTC's concurrence. Major changes include:
 - request to program a new project (or delete a project)
 - schedule delay that affects air quality conformity analysis
 - project advance with reimbursement or replacement project per AB 3090
 - request to use Grant Anticipation Revenue Vehicle (GARVEE) financing
- For minor changes, MTC staff may write a letter of concurrence for the Executive Director's signature. Minor changes include:
 - Extension requests for allocation, award, expenditure and reimbursement/project completion deadlines (minor extensions may be concurred administratively by MTC staff)
 - schedule changes, except where change implies major cost or delivery ramifications
 - changes in implementing agency or project sponsor
 - changes to project budget that are less than 20% of the total project cost or less than \$1 million.
 - redirection of funds from one project component to another (e.g. from project engineering into environmental)
 - changes considered routine and not impacting project delivery

Amendments or extensions based on new federal or state requirements may need to go to MTC's PAC.

Additional/Supplemental Funds

On occasion it may be necessary to provide additional 'Supplemental' funding to a project as a result of cost increases or revised cost estimates. There are several different processes to follow depending on where the project is within its delivery schedule. The various methods to add STIP funding to a project are as follow:

Biennial STIP Cycle: If additional funding is identified years before the actual allocation, the project sponsor may request the funding through the biennial STIP adoption process. This process is outlined in MTC's RTIP Policies and Application Procedures and is the preferred method of requesting additional/supplemental funds.

STIP Amendment: If additional funding is identified prior to the allocation of funds, but is required prior to the next biennial STIP adoption, a STIP amendment adding the funds to the project may be requested as outlined in the STIP Amendment procedures above.

However, in most cases the additional funds could be added at the time of allocation, thus foregoing the STIP amendment process.

Additional Funds at Time of Allocation: Often the simplest way to add supplemental funds is at the time of allocation. The process is the same as the procedures outlined above for a time extension (Exhibit 25-A, located on the internet at: <https://dot.ca.gov/programs/local-assistance/forms/local-assistance-program-guidelines-forms>). In all supplemental funding requests, the additional funding must be approved by the CTC.

Additional Funds After Allocation: It may be necessary to seek additional funds after an allocation, either to award the project or due to unforeseen cost increases while the project is under construction. In either case, an analysis should be performed to determine whether re-engineering (sometimes called “value engineering”) could achieve cost reductions to accommodate the increase. If additional funds are still necessary, a funding source outside the STIP should be pursued prior to seeking additional STIP funding. If it is determined that additional STIP funds are needed, then the project sponsor should proceed as with the procedures outlined for “Additional Funds at Time of Allocation”. It should be noted that once the funds are allocated, the project sponsor does not have the option to add the funds through a STIP amendment since the CTC does not allow amendments to change the programming for a given component after the funds have been allocated.

Allocation of Funds

Project sponsors request an allocation of funds directly to Caltrans, with Caltrans placing the request on the CTC Agenda for approval. The completed request package is due to Caltrans 60 days prior to the CTC meeting where the funds are anticipated to be allocated. MTC requires sponsors to obtain MTC concurrence on allocation requests in addition to the circumstances noted below:

Local Road Rehabilitation Projects: Allocation of funds for local road rehabilitation projects requires certification from MTC. Project sponsors should submit the “Pavement Management System Certification” form with the “Local Road Rehabilitation Project Certification” form attached (Exhibits 25-L and 25-K, both found on the internet at: <https://dot.ca.gov/programs/local-assistance/forms/local-assistance-program-guidelines-forms>) directly to MTC for signature. MTC will then transmit the signed form to Caltrans District 4 – Local Assistance. All other allocation request documentation should be sent directly to Caltrans District 4 – Local Assistance.

Allocation of State-Only Funds: MTC concurs with all State-Only funds allocations that are listed in the STIP as State-Only. Projects without State-Only funding pre-approved by CTC must request a State-Only Funding Exception form (Exhibit 25-E, found on the internet at: <https://dot.ca.gov/programs/local-assistance/forms/local-assistance-program-guidelines-forms>). MTC must concur with the exception request, and the form is submitted to Caltrans.

Funds Allocated Differently than Programmed: In some instances it may be necessary to allocate funds differently from what is programmed in the STIP. These situations generally still require MTC concurrence. Fortunately a STIP amendment may not be required, and the funding may be revised at the time of the allocation, thus avoiding the long STIP amendment process. However, A TIP amendment is still required, especially if federal funds are involved. Changes that are allowed at the time of allocation are noted below; however, project sponsors should consult with Caltrans District 4 Local Assistance, the CTA and/or MTC to determine whether a change at the time of allocation is permissible before preparing the allocation request.

- Change in implementing agency
- Cost savings (allocation less than program amount)
- Redirection of funds among project components or phases within the project as long as total STIP funding has not increased or previously been allocated.
- Advancement of funding from future years (transit projects with funds to be transferred to FTA require a TIP amendment to advance funds)
- Change in funding type (a change to state-only funding requires approval from Caltrans with their “State-Only Funding Request Exception” form if the project type is not on the pre-approved state-only eligible funding list – see “Allocation of State-Only Funds” above).

STP/CMAQ Match Reserve: Project sponsors must work with the applicable CTA to obtain programming approval for STP/CMAQ match made available in the STIP. The CTA develops a countywide list for the use of the reserved funds and submits the list to MTC, who in turn provides Caltrans with the region-wide Match Program. Any deviation from this program, whether in the funding amount, project sponsor, or funding year, requires the CTA to resubmit an updated plan for the county to MTC. Caltrans cannot allocate the matching funds if they are inconsistent with the approved STIP - STP/CMAQ Match Program.

Funds allocated as programmed in the STIP: The allocation of funds as they are programmed in the STIP and TIP should receive MTC concurrence. Project sponsors work with Caltrans District 4 local assistance and MTC programming staff in obtaining the allocation. STIP projects using federal funds will not receive federal authorizations to proceed without the project being properly listed in the TIP. Federal authorization to proceed (E-76) requests must be submitted to Caltrans concurrently with the STIP allocation package to avoid delays to authorization.

Important Tip: Although some minor changes in the allocation of funds may not require a full STIP amendment, most changes still require MTC concurrence, and possibly a TIP amendment and a vote of the CTC. Project sponsors are encouraged to consult with the CTA, and Caltrans District 4 prior to preparing any allocation request, to ensure sufficient time is allowed for processing the allocation request, particularly toward the end of the year when the Timely Use of Funds provisions of SB 45 are of critical concern.

Timeline for STIP Amendment/Extension Approval

Completed documentation requesting MTC concurrence must be received by MTC staff no later than the first day of the month prior to the month in which the request will be heard by the PAC. (For example, requests received by January 1 will be reviewed at the February PAC meeting). Subsequently, requests with completed documentation and MTC concurrence must be submitted to the Caltrans District Office 60 to 90 days prior to the CTC meeting where the item will be considered. Therefore, requests for concurrence need to be submitted to MTC generally 150 days prior to CTC action for STIP Amendments and 120 days prior to CTC action for extensions.

For example, a STIP amendment request to add a new STIP project (considered a major amendment) is due to MTC by January 1, so it may be approved at the February PAC Meeting, and then submitted to Caltrans in time for the 60-day due date of March 21, so it may be noticed at the May 18 CTC meeting for action at the June 29 CTC meeting.

Important Tip: The CTC will not amend the STIP to delete or change the funding for any project component after the beginning of the fiscal year in which the funding is programmed. Therefore, all amendments to delay a project component must be approved by the CTC by the June meeting in the year prior to the programmed year of funding. To meet this deadline, amendments to delay delivery must be submitted to MTC no later than January 1 of the fiscal year prior to the fiscal year of the funding subject to delay.

Timely Delivery of Programmed Funds

Projects programmed in the STIP must adhere to the delivery policies established in MTC Resolution No. 3606. Unless coordination with other funding sources and programs require a later date, requests for STIP extensions, amendments to delay existing STIP projects and STIP allocations are due to Caltrans Local Assistance no later than January 31 of the fiscal year the funds are programmed in the STIP. This is to ensure STIP projects do not miss the June 30 end-of year delivery deadlines imposed by the CTC.

A due date schedule is prepared each year for the submittal of STIP requests. This schedule is posted on the internet at: <https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip> In addition, [MTC Resolution No. 3606](#) imposes regional deadlines in advance of state and federal timely use of funds deadlines, to ensure funds are not lost to the region.

STIP Amendment Form/TIP Amendment Form

The forms necessary to initiate the STIP Amendment process may be downloaded from the MTC website at: <https://mtc.ca.gov/funding/state-funding/state-transportation-improvement-program-stip>. TIP Amendments should be processed through the Fund Management System, also available at the website mentioned above.

Contacts for STIP Amendments/Extensions:

| Name | Area | Phone | Email |
|---------------|----------------|--------------|--|
| Karl Anderson | STIP | 415.778.6645 | kanderson@bayareametro.gov |
| John Saelee | TIP Amendments | 415.778.6711 | jsaelee@bayareametro.gov |



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

| | | | | | |
|----------------------|--|----------------------|---|---------------------------------------|--|
| File #: | 23-1417 | Version: | 1 | Name: | |
| Type: | Resolution | Status: | | Commission Approval | |
| File created: | 11/2/2023 | In control: | | Programming and Allocations Committee | |
| On agenda: | 12/13/2023 | Final action: | | | |
| Title: | Housing Incentive Pool and Housing Element: (i) MTC Resolution No. 4505, Revised. Revisions to MTC's One Bay Area Grant (OBAG 3) Program to update Housing Element compliance requirements. (ii) MTC Resolution Nos. 4202, Revised and 4348, Revised. Revisions to MTC's Housing Incentive Pool (HIP) to adopt eligibility and programming guidelines, an update of the final year of the program (2022), and the preliminary list of HIP program standings by jurisdiction (2018-2022). | | | | |

Sponsors:

Indexes:

Code sections:

Attachments: [11c 23-1417 Summary Sheet Update to Commission.pdf](#)
[11ci 23-1417 Committee Summary Sheet Housing Element Compliance.pdf](#)
[11ci 23-1417 Attachments 1 and 2 HE Compliance.pdf](#)
[11cii 23-1417 Committee Summary Sheet Housing Incentive Pool.pdf](#)
[11cii 23-1417 Attachments 1 and 2 HIP.pdf](#)
[11cii 23-1417 MTC Resolution 4348 Updated.pdf](#)
[11cii 23-1417 Presentation Housing Element and Incentive Pool.pdf](#)
[5ai 23-1417 Summary Sheet Housing Element Compliance.pdf](#)
[5ai 23-1417 Attachments 1 and 2 HE Compliance.pdf](#)
[5aii 23-1417 Summary Sheet Housing Incentive Pool.pdf](#)
[5aii 23-1417 Attachments 1 and 2 HIP.pdf](#)
[5aii 23-1417 MTC Resolution 4348.pdf](#)
[5ai and 5aii Presentation Housing Element and Incentive Pool.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

Housing Incentive Pool and Housing Element:

- (i) MTC Resolution No. 4505, Revised. Revisions to MTC's One Bay Area Grant (OBAG 3) Program to update Housing Element compliance requirements.
- (ii) MTC Resolution Nos. 4202, Revised and 4348, Revised. Revisions to MTC's Housing Incentive Pool (HIP) to adopt eligibility and programming guidelines, an update of the final year of the program (2022), and the preliminary list of HIP program standings by jurisdiction (2018-2022).

Presenter:

Thomas Arndt

Recommended Action:
Commission Approval

Metropolitan Transportation Commission

December 20, 2023

Agenda Item 11c

Update to Commission

MTC Resolution Nos. 4348, Revised and 4505, Revised

Subject:

Additional revisions to the Housing Incentive Pool (HIP) and One Bay Area Grant programs (OBAG 3) to reflect a six-month status update on Housing Element compliance.

Background:

Revisions to the HIP and OBAG 3 programs, MTC Resolution Nos. 4348 and 4505, respectively, were presented to the Programming and Allocations Committee (PAC) on December 13, 2023. The Committee referred the staff recommendation to the full Commission for approval, with an amendment that staff will provide a status update and opportunity for the Commission to reaffirm the Housing Element grace period policy in six months.

The staff recommendation presented to PAC included a one-year grace period for Housing Element certification by the California Department of Housing and Community Development (HCD) for various MTC grant programs. Under the proposed policy, jurisdictions that do not meet the current (December 31, 2023) deadline for Housing Element approval will have their relevant funding withheld, to be reinstated if the jurisdiction received HCD certification by the end of the grace period (December 31, 2024).

Additional Revisions

The Committee referred the staff recommendation to the Commission for approval, with the addition of a six-month status update (anticipated in June 2024). At that time, the Commission would:

- Receive updates from staff on the jurisdictions that do not have HCD-certified Housing Elements,
- Receive information from staff on any projects that received exceptions to the Housing Element grace period, consistent with the proposed policy, and
- Have an opportunity to reaffirm the Housing Element certification grace period, or modify the deadline or related policies for individual projects or sponsors.

Staff recommend that the Commission approve MTC Resolution Nos. 4348, Revised and 4505, Revised as referred to the Commission by PAC, including updates to reflect the six-month status update (see resolution text highlighted in blue for updates from the original PAC

recommendation). Resolution No. 4505 is proposed for additional revisions under Agenda Item 8h, and is included once under that item with all proposed revisions.

Issues:

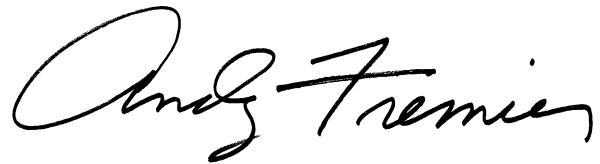
None identified.

Recommendations:

Approve MTC Resolution Nos. 4348, Revised and 4505, Revised.

Attachments:

- MTC Resolution No. 4348, Revised, Attachment A
- MTC Resolution No. 4505, Revised, Attachment A and Appendix A-1 (**provided under Agenda Item 8h**)

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

Andrew B. Fremier

**Metropolitan Transportation Commission
Programming and Allocations Committee**

December 13, 2023

Agenda Item 5a.i. - 23-1417

MTC Resolution No. 4505, Revised

Subject:

Revisions to MTC's One Bay Area Grant (OBAG 3) Program to update Housing Element compliance requirements.

Background:

The One Bay Area Grant (OBAG) and other regional discretionary programs support implementation of MTC's long-range Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS), collectively known as *Plan Bay Area 2050*. Pursuant to SB 375 (Steinberg 2008), the SCS aligns regional transportation planning with land use and housing to help achieve state greenhouse gas emissions targets. To encourage and incentivize regional jurisdictions to advance the RTP/SCS and associated state and regional land use goals, the Commission has conditioned certain federal transportation funds on compliance with various state housing laws.

MTC currently requires that jurisdictions achieve and maintain certification of their Housing Elements by the California Department of Housing and Community Development (HCD) in order to be eligible for several MTC grant programs, including:

- OBAG 3 County & Local Program: OBAG 3 Project Selection and Programming Policies, adopted by the Commission in January 2023 (MTC Resolution No. 4505), require that jurisdictions awarded County & Local Program funds achieve HCD certification of their 6th Regional Housing Needs Allocation (RHNA) cycle (2023-31) Housing Element by December 31, 2023 and maintain certification throughout the duration of the OBAG 3 Program.
- OBAG 3 Priority Development Area (PDA) Planning Grants: Administrative requirements for the OBAG 3 PDA Planning Grants similarly require that recipient jurisdictions achieve HCD Housing Element certification by December 31, 2023.

The Housing Incentive Pool (HIP) program, adopted by the Commission in October 2018 (MTC Resolution No. 4348), also requires that jurisdictions to comply with state housing law requirements, including Housing Element certification. Proposed revisions to the HIP program, including requirements associated with the Housing Element certification, are included in Agenda Item 5a.ii.

Bay Area Housing Element Certification Status

MTC established compliance deadlines of December 31, 2023, for the OBAG 3 program, nearly one year after Bay Area jurisdiction Housing Elements for the 6th RHNA cycle were due to HCD by January 31, 2023.

As of writing, only 53 of the 109 regional jurisdictions have received HCD approval of their Housing Elements (**Attachment 1**). In addition, MTC staff estimate that at least 55 jurisdictions will need to complete rezoning to achieve or maintain HCD certification of their Housing Elements. Of these, at least 41 will need to complete rezoning by the end of January 2024 to maintain their certification.

Staff anticipate that many of the 56 uncertified jurisdictions will still not receive HCD certification by the end of this year, and others may fall out of compliance as early as February 1, 2024 due to rezoning requirements.

Funding Implications & Considerations

Under current policies for the OBAG 3 County & Local Program and PDA Planning Grants, sponsors that fail to achieve or maintain HCD Housing Element certification after December 31, 2023 will have their relevant awards rescinded and redirected to projects in compliant jurisdictions. Together, these programs represent nearly \$220 million in regional discretionary federal funds for local jurisdictions, over half (\$127 million) of which is in jeopardy of reprogramming due to widespread noncompliance with Housing Element requirements. A summary of OBAG 3 County & Local awards and PDA Planning Grants and Housing Element compliance by jurisdiction is provided as **Attachment 2**.

The Commission first directed staff to condition OBAG 3 funding on HCD Housing Element certification at a January 2020 Commission Workshop, which was formalized through the adoption of the Transportation Funding Housing Linkages Consensus in August of that year. Since then, the Commission has maintained a strong commitment to achieving and maintaining regional compliance with state housing laws, and MTC staff continue to work diligently to support jurisdiction compliance through our Regional Housing Technical Assistance program.

While the higher standards for 6th Cycle RHNA Housing Elements were known in early 2020, MTC staff and local jurisdictions now have a better understanding of the substantial increase in time and effort required to receive HCD certification in practice. Staff acknowledges the challenges that local jurisdictions face in securing Housing Element approval and appreciate the

significant time and resources that jurisdictions have dedicated to this effort, regardless of current certification status. In addition, staff understand that many jurisdictions will be at risk of losing HCD Housing Element certification in January due to rezoning deadlines, although the impact to MTC funding programs is difficult to predict due to limited precedent.

Given the increased standards for Housing Element compliance this RHNA cycle, current OBAG funding policies could have a punitive effect on jurisdictions that are making good-faith efforts to achieve HCD certification by rescinding funds on important projects prioritized for their safety, climate, and equity benefits. In addition, rescinding OBAG 3 funding could jeopardize additional state and federal discretionary funds that jurisdictions have secured for their projects. The staff recommendation to add a grace period (below) seeks to balance these considerations with the need to incentivize prompt completion of Housing Elements across the region as a first step in addressing our urgent housing and affordability needs. Important for the delivery of the regional goals outlined in *Plan Bay Area 2050*, the proposed policy also protects scarce state and federal competitive funds for the region and gives jurisdictions more certainty in delivering OBAG 3 funded transportation projects.

Proposed Grace Period Approach

To address the issue of anticipated noncompliance, staff recommend a 12-month grace period for jurisdictions to attain HCD Housing Element certification to meet requirements for the OBAG 3 County & Local Program and PDA Planning Grants. This approach would recognize and accommodate the greater threshold for HCD Housing Element certification this RHNA cycle, while continuing to leverage OBAG funds as an incentive to encourage compliance within a reasonable timeframe.

Under the proposed grace period approach, MTC would take the following steps for jurisdictions that did not achieve HCD Housing Element certification by December 31, 2023:

- Deprogram any **OBAG 3 County & Local Program** awards from the Transportation Improvement Program (TIP) to prevent the project from proceeding with obligation before achieving HCD Housing Element certification. Once a jurisdiction's Housing Element is certified, MTC would reinstate its OBAG 3 funds at the next available opportunity (monthly for TIP programming). Staff recommend two limited exceptions:
 - Staff propose retaining OBAG 3 County & Local Program funds in the TIP for projects awarded state or federal competitive grants that may be jeopardized by

the loss of OBAG 3 funds. This exception intends to minimize the potential loss of additional state and federal discretionary funds to the region.

- For capital projects that have not received final National Environmental Policy Act (NEPA) approval, a sponsor may request to retain a nominal amount of OBAG 3 funds in the TIP on a future year construction phase. The retention a small amount of federal funds in the TIP would enable Caltrans to continue environmental approval processes without interruption, while also ensuring that the sponsor cannot proceed with obligating their full OBAG 3 grant on construction until it has achieved HCD Housing Element certification.
- Withhold **OBAG 3 PDA Planning Grant** funds until the local jurisdiction achieves HCD Housing Element certification. Once a jurisdiction's Housing Element is certified, MTC would reinstate its OBAG 3 funds at the next available opportunity (immediately for MTC-administered PDA Planning Grants). To ensure that program requirements do not impede progress on regional housing goals, staff may make exceptions to this policy. Such exceptions would be determined by staff on a case-by-case basis, based on the ability of the PDA Planning Grant to accelerate Housing Element approval, associated rezonings, or other implementation of anticipated local Housing Element strategies.

HCD Housing Element certification would be required to reprogram jurisdictions' OBAG 3 awards in the TIP. Any jurisdictions that fail to receive HCD Housing Element certification by the end of the grace period (December 31, 2024) would have their OBAG 3 awards rescinded. Rescinded funds may be reprogrammed to other compliant sponsors or retained for programming through a future OBAG cycle.

Issues:

The proposed grace period approach would preserve over \$127 million in OBAG 3 County & Local and PDA Planning Grant awards to currently noncompliant jurisdictions that would otherwise be rescinded at the end of this calendar year under existing policies. While withholding these funds during the grace period may create project delays or other issues for noncompliant sponsors, the proposed approach attempts to strike a balance between incentivizing jurisdictions to complete their Housing Elements in a timely manner while retaining OBAG 3 funding for projects that advance regional objectives.

Recommendations:

Refer MTC Resolution No. 4505, Revised to the Commission for approval. Resolution No. 4505 is proposed for additional revisions under Agenda Item 2g, and is included once under that item with all proposed revisions. Only items approved by the Committee will be forwarded to the Commission.

Attachments:

- Attachment 1: Housing Element Compliance Summary
- Attachment 2: OBAG Funding and Housing Element Compliance by Jurisdiction
- MTC Resolution No. 4505, Revised, Attachment A and Appendix A-1 (**provided under Agenda Item 2g**)



Andrew B. Fremier

Attachment 1: Housing Element Approval Summary

| HCD Certified* | Not HCD Certified |
|--|--|
| <i>Alameda County</i> | |
| Alameda, Albany, Berkeley, Emeryville, Fremont, Hayward, Livermore, Oakland, Piedmont, Pleasanton, San Leandro, Union City | Alameda County, Dublin, Newark |
| <i>Contra Costa County</i> | |
| Antioch, Concord, El Cerrito, Moraga, Oakley, Orinda, Pinole, Richmond, San Ramon, Walnut Creek | Brentwood, Clayton, Contra Costa County, Danville, Hercules, Lafayette, Martinez, Pittsburg, Pleasant Hill, San Pablo |
| <i>Marin County</i> | |
| Corte Madera, Marin County, San Rafael, Sausalito, Tiburon | Belvedere, Fairfax, Larkspur, Mill Valley, Novato, Ross, San Anselmo |
| <i>Napa County</i> | |
| American Canyon, Calistoga, Saint Helena | Napa, Napa County, Yountville |
| <i>San Francisco City & County</i> | |
| San Francisco | (None) |
| <i>San Mateo County</i> | |
| Brisbane, Redwood City | Atherton, Belmont, Burlingame, Colma, Daly City, East Palo Alto, Foster City, Half Moon Bay, Hillsborough, Menlo Park, Millbrae, Pacifica, Portola Valley, San Bruno, San Carlos, San Mateo, San Mateo County, South San Francisco, Woodside |
| <i>Santa Clara County</i> | |
| Campbell, Gilroy, Los Altos, Los Altos Hills, Milpitas, Mountain View | Cupertino, Los Gatos, Monte Sereno, Morgan Hill, Palo Alto, San Jose, Santa Clara, Santa Clara County, Saratoga, Sunnyvale |
| <i>Solano County</i> | |
| Dixon, Fairfield, Rio Vista, Suisun City | Benicia, Solano County, Vacaville, Vallejo |
| <i>Sonoma County</i> | |
| Cloverdale, Cotati, Healdsburg, Petaluma, Rohnert Park, Santa Rosa, Sebastopol, Sonoma, Sonoma County, Windsor | (None) |

**Housing Element certifications as reported by HCD through 11/13/2023*

Attachment 2: OBAG Funding and Housing Element Compliance by Jurisdiction

| Jurisdiction | OBAG 3 County & Local | OBAG 3 PDA Planning Grant | Housing Element Compliance | Rezoning Requirement* |
|----------------------------------|-----------------------------|---------------------------------|----------------------------------|--------------------------------|
| Alameda | 2,325,000 | - | In | Rezoning required by 1/31/2026 |
| Alameda County | 14,571,000 | 600,000 | Out | Unknown |
| Albany | - | - | In | Rezoning required by 1/31/2024 |
| Berkeley | - | - | In | Unknown |
| Dublin | - | - | Out | Rezoning required by 1/31/2024 |
| Emeryville | - | - | In | Unknown |
| Fremont | - | - | In | Unknown |
| Hayward | - | - | In | Rezoning required by 1/31/2024 |
| Livermore | - | - | In | Unknown |
| Newark | 5,141,000 | - | Out | Unknown |
| Oakland | - | - | In | Unknown |
| Piedmont | - | - | In | Rezoning required by 1/31/2024 |
| Pleasanton | - | - | In | Rezoning required by 1/31/2024 |
| San Leandro | - | 1,800,000 | In | Rezoning required by 1/31/2026 |
| Union City | - | - | In | Unknown |
| Alameda County Total | 22,037,000 | 2,400,000 | 12/15 | N/A |
| Antioch | - | - | In | Unknown |
| Brentwood | - | - | Out | Unknown |
| Clayton | - | - | Out | Unknown |
| Concord | 4,191,000 | - | In | Unknown |
| Contra Costa County | - | - | Out | Rezoning required by 1/31/2024 |
| Danville | - | - | Out | Rezoning required by 1/31/2024 |
| El Cerrito | - | - | In | Unknown |
| Hercules | - | - | Out | Unknown |
| Lafayette | 750,000 | - | Out | Rezoning required by 1/31/2024 |
| Martinez | - | - | Out | Unknown |
| Moraga | - | 688,000 | In | Rezoning required by 1/31/2024 |
| Oakley | - | - | In | Rezoning required by 1/31/2026 |
| Orinda | - | 200,000 | In | Rezoning required by 1/31/2026 |
| Pinole | 1,020,000 | - | In | Unknown |
| Pittsburg | 4,427,000 | - | Out | Unknown |
| Pleasant Hill | - | - | Out | Unknown |
| Richmond | 2,703,000 | - | In | Unknown |
| San Pablo | - | - | Out | Rezoning required by 1/31/2024 |
| San Ramon | - | - | In | Rezoning required by 1/31/2026 |
| Walnut Creek | 7,050,000 | - | In | Unknown |
| Contra Costa County Total | 20,141,000 | 888,000 | 10/20 | N/A |

Attachment 2: OBAG Funding and Housing Element Compliance by Jurisdiction

| Jurisdiction | OBAG 3 County & Local | OBAG 3 PDA Planning Grant | Housing Element Compliance | Rezoning Requirement* |
|-----------------------------------|-----------------------------|---------------------------------|----------------------------------|--------------------------------|
| Belvedere | - | - | Out | Rezoning required by 1/31/2024 |
| Corte Madera | 2,056,000 | - | In | Unknown |
| Fairfax | - | - | Out | Rezoning required by 1/31/2024 |
| Larkspur | - | - | Out | Rezoning required by 1/31/2024 |
| Marin County | - | - | In | Unknown |
| Mill Valley | - | - | Out | Rezoning required by 1/31/2024 |
| Novato | - | - | Out | Rezoning required by 1/31/2024 |
| Ross | - | - | Out | Rezoning required by 1/31/2024 |
| San Anselmo | - | - | Out | Rezoning required by 1/31/2024 |
| San Rafael | 3,051,000 | - | In | Unknown |
| Sausalito | 505,000 | - | In | Rezoning required by 1/31/2026 |
| Tiburon | - | - | In | Rezoning required by 1/31/2024 |
| Marin County Total | 5,612,000 | - | 5/12 | N/A |
| American Canyon | 1,000,000 | - | In | Unknown |
| Calistoga | - | - | In | Unknown |
| Napa | 2,000,000 | - | Out | Unknown |
| Napa County | - | - | Out | Rezoning required by 1/31/2024 |
| Saint Helena | 1,206,000 | - | In | Rezoning required by 1/31/2024 |
| Yountville | - | - | Out | Unknown |
| Napa County Total | 4,206,000 | - | 3/6 | N/A |
| San Francisco | 19,378,000 | 1,035,000 | In | Rezoning required by 1/31/2026 |
| San Francisco County Total | 19,378,000 | 1,035,000 | 1/1 | N/A |

Attachment 2: OBAG Funding and Housing Element Compliance by Jurisdiction

| Jurisdiction | OBAG 3 County & Local | OBAG 3 PDA Planning Grant | Housing Element Compliance | Rezoning Requirement* |
|---------------------------------|-----------------------------|---------------------------------|----------------------------------|--------------------------------|
| Atherton | - | - | Out | Rezoning required by 1/31/2024 |
| Belmont | - | - | Out | Unknown |
| Brisbane | - | - | In | Rezoning required by 1/31/2026 |
| Burlingame | 3,100,000 | - | Out | Unknown |
| Colma | 4,640,000 | - | Out | Unknown |
| Daly City | - | - | Out | Rezoning required by 1/31/2024 |
| East Palo Alto | - | - | Out | Rezoning required by 1/31/2024 |
| Foster City | - | - | Out | Rezoning required by 1/31/2024 |
| Half Moon Bay | - | - | Out | Unknown |
| Hillsborough | - | - | Out | Rezoning required by 1/31/2024 |
| Menlo Park | 5,000,000 | - | Out | Rezoning required by 1/31/2024 |
| Millbrae | - | 800,000 | Out | Unknown |
| Pacifica | - | - | Out | Rezoning required by 1/31/2024 |
| Portola Valley | - | - | Out | Rezoning required by 1/31/2024 |
| Redwood City | 3,400,000 | - | In | Rezoning required by 1/31/2026 |
| San Bruno | - | - | Out | Rezoning required by 1/31/2024 |
| San Carlos | - | 300,000 | Out | Unknown |
| San Mateo | - | - | Out | Unknown |
| San Mateo County | 3,807,000 | - | Out | Rezoning required by 1/31/2024 |
| South San Francisco | 3,128,000 | - | Out | Unknown |
| Woodside | - | - | Out | Rezoning required by 1/31/2024 |
| San Mateo County Total | 23,075,000 | 1,100,000 | 2/21 | N/A |
| Campbell | - | 400,000 | In | Rezoning required by 1/31/2026 |
| Cupertino | - | - | Out | Rezoning required by 1/31/2024 |
| Gilroy | - | - | In | Unknown |
| Los Altos | 7,298,000 | - | In | Rezoning required by 1/31/2024 |
| Los Altos Hills | - | - | In | Rezoning required by 1/31/2026 |
| Los Gatos | - | - | Out | Rezoning required by 1/31/2024 |
| Milpitas | - | 800,000 | In | Rezoning required by 1/31/2026 |
| Monte Sereno | - | - | Out | Rezoning required by 1/31/2024 |
| Morgan Hill | 3,921,000 | - | Out | Unknown |
| Mountain View | 8,306,000 | - | In | Unknown |
| Palo Alto | - | - | Out | Rezoning required by 1/31/2024 |
| San Jose | 58,686,000 | - | Out | Unknown |
| Santa Clara | 9,029,000 | - | Out | Rezoning required by 1/31/2024 |
| Santa Clara County | - | - | Out | Rezoning required by 1/31/2024 |
| Saratoga | - | - | Out | Rezoning required by 1/31/2024 |
| Sunnyvale | - | - | Out | Rezoning required by 1/31/2024 |
| Santa Clara County Total | 87,240,000 | 1,200,000 | 6/16 | N/A |

Attachment 2: OBAG Funding and Housing Element Compliance by Jurisdiction

| Jurisdiction | OBAG 3 County & Local | OBAG 3 PDA Planning Grant | Housing Element Compliance | Rezoning Requirement* |
|----------------------------|-----------------------|---------------------------|----------------------------|--------------------------------|
| Benicia | 261,000 | 312,000 | Out | Unknown |
| Dixon | - | - | In | Unknown |
| Fairfield | 6,199,000 | 200,000 | In | Unknown |
| Rio Vista | - | - | In | Unknown |
| Solano County | 2,101,000 | - | Out | Unknown |
| Suisun City | - | 200,000 | In | Unknown |
| Vacaville | - | 1,200,000 | Out | Unknown |
| Vallejo | 850,000 | 2,400,000 | Out | Unknown |
| Solano County Total | 9,411,000 | 4,312,000 | 4/8 | N/A |
| Cloverdale | - | - | In | Unknown |
| Cotati | - | 415,000 | In | Unknown |
| Healdsburg | 2,217,000 | - | In | Unknown |
| Petaluma | - | 1,150,000 | In | Unknown |
| Rohnert Park | 3,350,000 | - | In | Rezoning required by 1/31/2026 |
| Santa Rosa | 3,909,000 | 1,200,000 | In | Rezoning required by 1/31/2026 |
| Sebastopol | - | 250,000 | In | Unknown |
| Sonoma | - | - | In | Unknown |
| Sonoma County | 2,200,000 | 800,000 | In | Rezoning required by 1/31/2024 |
| Windsor | 2,000,000 | - | In | Unknown |
| Sonoma County Total | 13,676,000 | 3,815,000 | 10/10 | N/A |
| Bay Area Total** | 204,776,000 | 14,750,000 | 53/109 | N/A |

**Rezoning requirements as identified by MTC staff in coordination with jurisdictions and HCD. Jurisdictions that were not certified by HCD as substantially compliant within 120 days of the statutory submission deadline (January 31, 2023 for the Bay Area) are required to complete any necessary rezoning within one year of the statutory deadline, as opposed to three years for jurisdictions that were certified within 120 days. MTC staff are not aware of any rezoning requirements for jurisdictions marked as "unknown."*

***Excludes \$163 million in OBAG 3 County & Local funds programmed to sponsors not subject to the Housing Element requirement (transit operators, County Transportation Agencies, or MTC).*

**Metropolitan Transportation Commission
Programming and Allocations Committee****December 13, 2023****Agenda Item 5a.ii. - 23-1417****MTC Resolution Nos. 4202, Revised and 4348, Revised**

Subject:

Revisions to MTC's Housing Incentive Pool (HIP) to adopt eligibility and programming guidelines, an update of the final year of the program (2022), and the preliminary list of HIP program standings by jurisdiction (2018-2022).

Background:

In October 2018, the Commission established the Housing Incentive Pool (HIP) program as part of a concerted effort to use flexible transportation funds to incentivize local jurisdictions to accelerate the production and preservation of affordable housing. At the end of the five-year pilot, from 2018 through 2022, the Commission will award \$71 million in federal transportation funds to the top 15 jurisdictions that produced or preserved the greatest number of qualifying affordable housing units.

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

To be eligible for funding, jurisdictions must also comply with state housing laws related to Surplus Lands, Accessory Dwelling Units, Density Bonuses, and Housing Elements. HIP program criteria can be reviewed in full in the resolution attached to this item (MTC Resolution No. 4348).

2018-2022 HIP Status Report and Preliminary Awards

Production and preservation data for the final year of the HIP program (2022) are now available from the California Department of Housing and Community Development (HCD). In 2022 alone, Bay Area PDAs and TPAs saw over 2,800 new affordable units added and an additional 328 units preserved. Over the course of the five-year program, from 2018 to 2022, jurisdictions have built or preserved more than 13,000 affordable units in PDAs or TPAs. Nearly half (46%) of the qualifying units in that period were located in San Francisco. When including the next

three cities – Oakland, Fremont, and San Jose – the top 4 jurisdictions account for producing or preserving two-thirds of the total qualifying HIP units. The qualifying HIP units by jurisdiction and preliminary HIP award amounts for the top 15 jurisdictions that produced or preserved the most affordable housing over the program period are provided in **Attachment 1**. The award amounts are preliminary, and the final amounts are subject to change based on any additional information provided by jurisdictions during the review period described below.

To illustrate the targeted focus of the HIP program, the qualifying units completed during the HIP period comprise only a fraction (12%) of the total housing built in that time. **Attachment 2** lists the total number of housing units built in each jurisdiction from 2018 through 2022 – including all levels of affordability, deed restriction status, and relationship to PDAs and/or TPAs.

Local Jurisdiction Review Period

MTC staff have requested that local jurisdictions review the housing data presented in the attachments and distributed earlier this month to individual jurisdictions and County Transportation Agencies (CTAs). Jurisdictions should alert MTC staff no later than January 31 to any corrections that are needed in the number or categorization of qualifying HIP units.

Proposed Programming Policies

This month, staff recommend revisions to the HIP program guidelines to further detail the project selection and programming policies, including:

- Revised deadlines for Housing Element certification and adoption of state housing law self-certification resolutions to align with OBAG 3 deadlines. Jurisdictions awarded HIP funds must comply with all applicable program requirements in order for MTC to proceed with project selection for the jurisdiction. Further discussion of the revised OBAG 3 deadlines for Housing Element certification is described in Agenda Item 5ai;
- A review period for jurisdictions to submit corrections to the 2018-22 housing data as compiled by MTC from December 2023 through January 2024; and
- A rolling letter of interest process, whereby the top 15 HIP jurisdictions would submit transportation project ideas to MTC for final project selection and programming through December 2024.

Issues:

- HIP award amounts are preliminary and subject to change based on data provided during the local jurisdiction review period. Staff will present revised award amounts, as necessary, to accommodate corrections submitted during the data review period or to redistribute rescinded funds from jurisdictions that fail to comply with applicable program requirements, such as Housing Element certification, by the adopted deadlines.
- HIP program fund source revisions are proposed under Agenda Items 4a and 2g. Currently, funding for the HIP consists of \$46 million in Regional Transportation Improvement Program (RTIP) funds and \$25 million in federal One Bay Area Grant (OBAG) Program funds. If approved by the Commission, the fund source changes will allow the San Francisco Municipal Transportation Agency (SFMTA) to use \$18.27 million in County transportation sales tax funds for HIP projects, in exchange for the same amount in RTIP programming capacity, and exchange the remaining \$27.73 million in RTIP funding with OBAG funds. These changes would eliminate RTIP funding for the HIP program, allowing project sponsors to access their HIP awards earlier than would be possible with the available RTIP funds. Staff will return with another programming action to finalize these fund source changes following the California Transportation Commission's approval of the 2024 RTIP, anticipated in March 2024. These programming actions do not guarantee a specific HIP award to San Francisco in advance of the jurisdiction data review period, and HIP funding to San Francisco is still subject to MTC project selection processes.

Recommendations:

Refer MTC Resolution Nos. 4202, and 4348, Revised to the Commission for approval.

Resolution No. 4202 is proposed for additional revisions under Agenda Item 2g, and is included once under that item with all proposed revisions. Only items approved by the Committee will be forwarded to the Commission.

Attachments:

- Attachment 1: HIP Qualifying Units and Preliminary Awards by Jurisdiction, 2018-2022
- Attachment 2: Total Housing Production, 2018-2022
- MTC Resolution No. 4202, Revised Attachment B-1 (**provided under Agenda Item 2g**)
- MTC Resolution No. 4348, Revised



Andrew B. Fremier

2018-2022 Housing Incentive Pool (HIP) Qualifying Units and Preliminary Awards

Attachment 1

| Rank | Jurisdiction | 2018-22 New Units | 2018-22 Preserved Units | 2018-22 Total Units | Preliminary Award Share | Preliminary Award* |
|------|---------------------|----------------------|-------------------------------|---------------------------|-------------------------------|-----------------------|
| 1 | San Francisco | 5,684 | 445 | 6,129 | 51.3% | 36,442,000 |
| 2 | Oakland | 1,340 | 362 | 1,702 | 14.3% | 10,120,000 |
| 3 | Fremont | 701 | - | 701 | 5.9% | 4,168,000 |
| 4 | San Jose | 621 | 4 | 625 | 5.2% | 3,716,000 |
| 5 | Richmond | 268 | 151 | 419 | 3.5% | 2,491,000 |
| 6 | Sunnyvale | 291 | 23 | 314 | 2.6% | 1,867,000 |
| 7 | Mountain View | 302 | - | 302 | 2.5% | 1,796,000 |
| 8 | Santa Clara | 300 | - | 300 | 2.5% | 1,784,000 |
| 9 | Berkeley | 250 | 21 | 271 | 2.3% | 1,611,000 |
| 10 | American Canyon | 228 | - | 228 | 1.9% | 1,356,000 |
| 11 | Redwood City | 179 | 47 | 226 | 1.9% | 1,344,000 |
| 12 | Daly City | 223 | - | 223 | 1.9% | 1,326,000 |
| 13 | Santa Rosa | 221 | - | 221 | 1.9% | 1,314,000 |
| 14 | San Mateo | 164 | - | 164 | 1.4% | 975,000 |
| 15 | Pleasanton | 116 | - | 116 | 1.0% | 690,000 |
| 16 | Walnut Creek | 114 | - | 114 | 0.0% | - |
| 17 | Morgan Hill | 95 | 18 | 113 | 0.0% | - |
| 18 | Livermore | 108 | - | 108 | 0.0% | - |
| 19 | Emeryville | 104 | - | 104 | 0.0% | - |
| 20 | South San Francisco | 101 | - | 101 | 0.0% | - |
| 21 | Pittsburg | 15 | 80 | 95 | 0.0% | - |
| 22 | Millbrae | 79 | - | 79 | 0.0% | - |
| 22 | Petaluma | 79 | - | 79 | 0.0% | - |
| 24 | El Cerrito | 77 | - | 77 | 0.0% | - |

*Preliminary awards are provisional, and may be subject to changes as updates are provided

Housing Incentive Pool (HIP) Unit Qualifying Criteria

- The HIP program compiles eligible units from 2018 through 2022.
- Newly built or preserved units must be affordable to households at the very low-, low-, or moderate-income levels.
- Newly built or preserved units must be located in Priority Development Areas (PDAs) and/or Transit Priority Areas (TPAs).
- Newly built or preserved units must be deed-restricted.
- Newly built units are measured by certificates of occupancy submitted to California Department of Housing and Community Development through a jurisdiction's Housing Element Annual Progress Report.

| Rank | Jurisdiction | 2018-22 New Units | 2018-22 Preserved Units | 2018-22 Total Units | Preliminary Award Share | Preliminary Award* |
|------|---------------------|----------------------|-------------------------------|---------------------------|-------------------------------|-----------------------|
| 25 | Oakley | 74 | - | 74 | 0.0% | - |
| 26 | Alameda | 63 | 10 | 73 | 0.0% | - |
| 27 | Fairfield | 1 | 64 | 65 | 0.0% | - |
| 28 | Hayward | 50 | 12 | 62 | 0.0% | - |
| 29 | Windsor | 60 | - | 60 | 0.0% | - |
| 30 | Sonoma County | 59 | - | 59 | 0.0% | - |
| 31 | Contra Costa County | 42 | - | 42 | 0.0% | - |
| 32 | Sebastopol | 31 | - | 31 | 0.0% | - |
| 33 | Alameda County | - | 23 | 23 | 0.0% | - |
| 33 | Campbell | 23 | - | 23 | 0.0% | - |
| 35 | Cloverdale | 22 | - | 22 | 0.0% | - |
| 36 | Hercules | 15 | - | 15 | 0.0% | - |
| 36 | Novato | 15 | - | 15 | 0.0% | - |
| 38 | Burlingame | 13 | - | 13 | 0.0% | - |
| 39 | Lafayette | 11 | - | 11 | 0.0% | - |
| 40 | San Rafael | 10 | - | 10 | 0.0% | - |
| 40 | Danville | 10 | - | 10 | 0.0% | - |
| 42 | San Mateo County | 8 | - | 8 | 0.0% | - |
| 43 | Menlo Park | 5 | - | 5 | 0.0% | - |
| 43 | Cotati | 5 | - | 5 | 0.0% | - |
| 45 | Palo Alto | 2 | - | 2 | 0.0% | - |
| 46 | Los Gatos | 1 | - | 1 | 0.0% | - |
| 46 | San Pablo | 1 | - | 1 | 0.0% | - |
| All | Total | 12,181 | 1,260 | 13,441 | 100.0% | 71,000,000 |

- Preserved units must be: (1) Multi-family units that receive governmental assistance consistent with the funding sources in Government Code Section 65863.10(a)(3) that are identified as "very-high risk" or "high risk" of converting to market-rate rents by the California Housing Partnership Corporation (CHPC); or (2) The acquisition/preservation of existing unrestricted multi-family affordable housing units upon which restrictions are newly placed.
- A preserved unit that has deed restrictions for at least 55 years will be counted as one HIP unit. Units with deed restrictions for a shorter duration will receive a pro-rated share of one unit based on the 55-year standard.

Bay Area Housing Production 2018-2022

| All New Units | | | | | | New Units in Priority Development Areas (PDAs) and/or Transit Priority Areas (TPAs) | | | | | | New Units in PDAs and/or TPAs that are Deed-Restricted (HIP Qualifying) | | | | |
|---------------------------|----------|-------|----------|----------------|--------|---|----------|-----|----------|----------------|--------|---|----------|-----|----------|-------|
| Jurisdiction | Very Low | Low | Moderate | Above Moderate | Total | Jurisdiction | Very Low | Low | Moderate | Above Moderate | Total | Jurisdiction | Very Low | Low | Moderate | Total |
| Alameda County | 2 | 137 | 2 | 236 | 377 | Alameda County | 1 | 33 | - | 29 | 5 | Alameda County | - | - | - | - |
| Alameda | 34 | 32 | 4 | 112 | 182 | Alameda | 33 | 31 | 3 | 101 | 168 | Alameda | 32 | 29 | 2 | 63 |
| Albany | - | - | 35 | - | 35 | Albany | - | - | 25 | - | 25 | Albany | - | - | - | - |
| Berkeley | 190 | 48 | 12 | 2,017 | 2,267 | Berkeley | 190 | 48 | 12 | 1,921 | 2,171 | Berkeley | 190 | 48 | 12 | 250 |
| Dublin | - | - | 47 | 2,485 | 2,532 | Dublin | - | - | - | 1,290 | 1,290 | Dublin | - | - | - | - |
| Emeryville | 47 | 39 | 18 | 313 | 417 | Emeryville | 47 | 39 | 18 | 313 | 417 | Emeryville | 47 | 39 | 18 | 104 |
| Fremont | 384 | 381 | 30 | 4,109 | 4,904 | Fremont | 348 | 334 | 26 | 3,447 | 4,155 | Fremont | 346 | 329 | 26 | 701 |
| Hayward | - | 20 | 126 | 1,622 | 1,768 | Hayward | - | 20 | 49 | 1,042 | 1,111 | Hayward | - | 20 | 30 | 50 |
| Livermore | 106 | 15 | 140 | 695 | 956 | Livermore | 106 | - | 41 | 482 | 629 | Livermore | 106 | - | 2 | 108 |
| Newark | - | - | - | 1,394 | 1,394 | Newark | - | - | - | 1,063 | 1,063 | Newark | - | - | - | - |
| Oakland | 841 | 442 | 76 | 10,781 | 12,140 | Oakland | 841 | 442 | 76 | 10,514 | 11,873 | Oakland | 830 | 442 | 68 | 1,340 |
| Piedmont | 13 | 15 | 15 | 27 | 70 | Piedmont | - | 2 | - | - | 2 | Piedmont | - | - | - | - |
| Pleasanton | 84 | 47 | 51 | 551 | 733 | Pleasanton | 77 | 39 | 7 | 298 | 421 | Pleasanton | 77 | 39 | - | 116 |
| San Leandro | - | - | - | - | - | San Leandro | - | - | - | - | - | San Leandro | - | - | - | - |
| Union City | - | - | 17 | 270 | 287 | Union City | - | - | 4 | 245 | 249 | Union City | - | - | - | - |
| Alameda County Total | 1,701 | 1,176 | 573 | 24,612 | 28,062 | Alameda County | 1,643 | 988 | 261 | 20,745 | 23,637 | Alameda County | 1,628 | 946 | 158 | 2,732 |
| Share of County Total | 6% | 4% | 2% | 88% | 100% | Share of County Total | 7% | 4% | 1% | 88% | 100% | Share of County Total | 60% | 35% | 6% | 100% |
| Share of Regional Total | 21% | 17% | 10% | 31% | 28% | Share of Regional Total | 25% | 21% | 9% | 37% | 34% | Share of Regional Total | 25% | 21% | 14% | 22% |
| Jurisdiction | Very Low | Low | Moderate | Above Moderate | Total | Jurisdiction | Very Low | Low | Moderate | Above Moderate | Total | Jurisdiction | Very Low | Low | Moderate | Total |
| Antioch | 192 | 309 | 53 | 1,215 | 1,769 | Antioch | 2 | 1 | 18 | 155 | 176 | Antioch | - | - | - | - |
| Brentwood | 2 | 2 | 34 | 409 | 447 | Brentwood | - | - | - | 23 | 23 | Brentwood | - | - | - | - |
| Clayton | - | 4 | - | - | 4 | Clayton | - | - | - | - | - | Clayton | - | - | - | - |
| Concord | - | - | 5 | 294 | 299 | Concord | - | - | - | 109 | 109 | Concord | - | - | - | - |
| Contra Costa County | 76 | 191 | 22 | 936 | 1,225 | Contra Costa County | 42 | 1 | 2 | 249 | 294 | Contra Costa County | 42 | - | - | 42 |
| Danville | 10 | 38 | 22 | 240 | 310 | Danville | 10 | - | - | 134 | 144 | Danville | 10 | - | - | 10 |
| El Cerrito | 62 | 5 | 10 | 228 | 305 | El Cerrito | 62 | 5 | 10 | 209 | 286 | El Cerrito | 62 | 5 | 10 | 77 |
| Hercules | - | 15 | - | 482 | 497 | Hercules | - | 15 | - | 478 | 493 | Hercules | - | 15 | - | 15 |
| Lafayette | - | 1 | 50 | 188 | 239 | Lafayette | - | - | 17 | 124 | 141 | Lafayette | - | - | 11 | 11 |
| Martinez | - | - | - | - | - | Martinez | - | - | - | - | - | Martinez | - | - | - | - |
| Moraga | - | 1 | 7 | 83 | 91 | Moraga | - | - | - | 42 | 42 | Moraga | - | - | - | - |
| Oakley | 34 | 150 | 31 | 1,105 | 1,320 | Oakley | - | 75 | - | 142 | 217 | Oakley | - | 74 | - | 74 |
| Orinda | - | - | 28 | 184 | 212 | Orinda | - | - | - | - | - | Orinda | - | - | - | - |
| Pinole | - | - | - | 11 | 11 | Pinole | - | - | - | 8 | 8 | Pinole | - | - | - | - |
| Pittsburg | 26 | 227 | 85 | 382 | 720 | Pittsburg | - | 19 | 11 | 30 | 60 | Pittsburg | - | 15 | - | 15 |
| Pleasant Hill | - | - | 30 | 90 | 120 | Pleasant Hill | - | - | 5 | 43 | 48 | Pleasant Hill | - | - | - | - |
| Richmond | 27 | 241 | - | 470 | 738 | Richmond | 27 | 241 | - | 370 | 638 | Richmond | 27 | 241 | - | 268 |
| San Pablo | - | 7 | 14 | 10 | 31 | San Pablo | - | 7 | 13 | 8 | 28 | San Pablo | - | 1 | - | 1 |
| San Ramon | 35 | 95 | 162 | 931 | 1,223 | San Ramon | - | - | - | 1 | 1 | San Ramon | - | - | - | - |
| Walnut Creek | 107 | 28 | 42 | 700 | 877 | Walnut Creek | 105 | 12 | 4 | 554 | 675 | Walnut Creek | 105 | 8 | 1 | 114 |
| Contra Costa County Total | 571 | 1,314 | 595 | 7,958 | 10,438 | Contra Costa County | 248 | 376 | 80 | 2,679 | 3,383 | Contra Costa County | 246 | 359 | 22 | 627 |
| Share of County Total | 5% | 13% | 6% | 76% | 100% | Share of County Total | 7% | 11% | 2% | 79% | 100% | Share of County Total | 39% | 57% | 4% | 100% |
| Share of Regional Total | 7% | 19% | 11% | 10% | 11% | Share of Regional Total | 4% | 8% | 3% | 5% | 5% | Share of Regional Total | 4% | 8% | 2% | 5% |

Bay Area Housing Production 2018-2022

| All New Units | | | | | | New Units in Priority Development Areas (PDAs) and/or Transit Priority Areas (TPAs) | | | | | | New Units in PDAs and/or TPAs that are Deed-Restricted (HIP Qualifying) | | | | |
|----------------------------|----------|-------|----------|----------------|--------|---|----------|-------|----------|----------------|--------|---|----------|-------|----------|-------|
| Jurisdiction | Very Low | Low | Moderate | Above Moderate | Total | Jurisdiction | Very Low | Low | Moderate | Above Moderate | Total | Jurisdiction | Very Low | Low | Moderate | Total |
| Belvedere | - | - | 3 | - | 3 | Belvedere | - | - | - | - | - | Belvedere | - | - | - | - |
| Corte Madera | 30 | 6 | 8 | 16 | 60 | Corte Madera | - | - | - | - | - | Corte Madera | - | - | - | - |
| Fairfax | 18 | 52 | 20 | 1 | 91 | Fairfax | - | - | - | - | - | Fairfax | - | - | - | - |
| Larkspur | 2 | 2 | 3 | 4 | 11 | Larkspur | - | 1 | 2 | 3 | 6 | Larkspur | - | - | - | - |
| Marin County | 9 | 9 | 13 | 143 | 174 | Marin County | - | - | 1 | 4 | 5 | Marin County | - | - | - | - |
| Mill Valley | 7 | 7 | 8 | 5 | 27 | Mill Valley | - | - | - | - | - | Mill Valley | - | - | - | - |
| Novato | 32 | 20 | - | 210 | 262 | Novato | 12 | 11 | - | 119 | 142 | Novato | 7 | 8 | - | 15 |
| Ross | 4 | 2 | 2 | 7 | 15 | Ross | - | - | - | - | - | Ross | - | - | - | - |
| San Anselmo | 6 | 11 | 12 | 10 | 39 | San Anselmo | - | - | - | - | - | San Anselmo | - | - | - | - |
| San Rafael | 38 | 59 | 3 | 182 | 282 | San Rafael | 38 | 14 | - | 94 | 146 | San Rafael | 6 | 4 | - | 10 |
| Sausalito | 1 | 6 | 5 | 3 | 15 | Sausalito | 1 | 2 | 3 | - | 6 | Sausalito | - | - | - | - |
| Tiburon | - | - | 1 | 14 | 15 | Tiburon | - | - | - | 4 | 4 | Tiburon | - | - | - | - |
| Marin County Total | 147 | 174 | 78 | 595 | 994 | Marin County | 51 | 28 | 6 | 224 | 309 | Marin County | 13 | 12 | - | 25 |
| Share of County Total | 15% | 18% | 8% | 60% | 100% | Share of County Total | 17% | 9% | 2% | 72% | 100% | Share of County Total | 0% | 0% | 0% | 0% |
| Share of Regional Total | 2% | 3% | 1% | 1% | 1% | Share of Regional Total | 1% | 1% | 0% | 0% | 0% | Share of Regional Total | 0% | 0% | 0% | 0% |
| Jurisdiction | Very Low | Low | Moderate | Above Moderate | Total | Jurisdiction | Very Low | Low | Moderate | Above Moderate | Total | Jurisdiction | Very Low | Low | Moderate | Total |
| American Canyon | 61 | 33 | 144 | 2 | 240 | American Canyon | 57 | 28 | 143 | 1 | 229 | American Canyon | 57 | 28 | 143 | 228 |
| Calistoga | 23 | 9 | 4 | 28 | 64 | Calistoga | - | - | - | - | - | Calistoga | - | - | - | - |
| Napa | - | 12 | 12 | 111 | 135 | Napa | - | - | - | 2 | 2 | Napa | - | - | - | - |
| Napa County | 8 | 7 | 12 | 25 | 52 | Napa County | - | - | - | - | - | Napa County | - | - | - | - |
| Saint Helena | - | - | - | 25 | 25 | Saint Helena | - | - | - | - | - | Saint Helena | - | - | - | - |
| Yountville | - | - | 5 | 4 | 9 | Yountville | - | - | - | - | - | Yountville | - | - | - | - |
| Napa County Total | 92 | 61 | 177 | 195 | 525 | Napa County | 57 | 28 | 143 | 3 | 231 | Napa County | 57 | 28 | 143 | 228 |
| Share of County Total | 18% | 12% | 34% | 37% | 100% | Share of County Total | 25% | 12% | 62% | 1% | 100% | Share of County Total | 25% | 12% | 63% | 100% |
| Share of Regional Total | 1% | 1% | 3% | 0% | 1% | Share of Regional Total | 1% | 1% | 5% | 0% | 0% | Share of Regional Total | 1% | 1% | 12% | 2% |
| Jurisdiction | Very Low | Low | Moderate | Above Moderate | Total | Jurisdiction | Very Low | Low | Moderate | Above Moderate | Total | Jurisdiction | Very Low | Low | Moderate | Total |
| San Francisco | 2,859 | 2,253 | 1,671 | 15,546 | 22,329 | San Francisco | 2,859 | 2,253 | 1,668 | 15,540 | 22,320 | San Francisco | 2,859 | 2,253 | 572 | 5,684 |
| San Francisco County Total | 2,859 | 2,253 | 1,671 | 15,546 | 22,329 | San Francisco County | 2,859 | 2,253 | 1,668 | 15,540 | 22,320 | San Francisco County | 2,859 | 2,253 | 572 | 5,684 |
| Share of County Total | 13% | 10% | 7% | 70% | 100% | Share of County Total | 13% | 10% | 7% | 70% | 100% | Share of County Total | 50% | 40% | 10% | 100% |
| Share of Regional Total | 36% | 32% | 30% | 20% | 23% | Share of Regional Total | 43% | 47% | 59% | 28% | 32% | Share of Regional Total | 44% | 49% | 50% | 47% |

Bay Area Housing Production 2018-2022

| All New Units | | | | | | New Units in Priority Development Areas (PDAs) and/or Transit Priority Areas (TPAs) | | | | | | New Units in PDAs and/or TPAs that are Deed-Restricted (HIP Qualifying) | | | | |
|-------------------------|----------|-----|----------|----------------|-------|---|----------|-----|----------|----------------|-------|---|----------|-----|----------|-------|
| Jurisdiction | Very Low | Low | Moderate | Above Moderate | Total | Jurisdiction | Very Low | Low | Moderate | Above Moderate | Total | Jurisdiction | Very Low | Low | Moderate | Total |
| Atherton | 15 | 4 | 5 | 98 | 122 | Atherton | 7 | 2 | 1 | 23 | 33 | Atherton | - | - | - | - |
| Belmont | - | - | 32 | 45 | 77 | Belmont | - | - | 10 | 2 | 12 | Belmont | - | - | - | - |
| Brisbane | - | 2 | 12 | 19 | 33 | Brisbane | - | - | - | - | - | Brisbane | - | - | - | - |
| Burlingame | - | - | 13 | 206 | 219 | Burlingame | - | - | 13 | 190 | 203 | Burlingame | - | - | 13 | 13 |
| Colma | - | - | - | 8 | 8 | Colma | - | - | - | 8 | 8 | Colma | - | - | - | - |
| Daly City | 20 | 261 | 165 | 382 | 828 | Daly City | 20 | 236 | 120 | 334 | 710 | Daly City | 20 | 192 | 11 | 223 |
| East Palo Alto | 17 | 10 | 7 | 7 | 41 | East Palo Alto | 8 | 5 | 3 | - | 16 | East Palo Alto | - | - | - | - |
| Foster City | 21 | 44 | 14 | 424 | 503 | Foster City | - | - | - | - | - | Foster City | - | - | - | - |
| Half Moon Bay | - | - | 39 | 55 | 94 | Half Moon Bay | - | - | - | - | - | Half Moon Bay | - | - | - | - |
| Hillsborough | 6 | 7 | 3 | 6 | 22 | Hillsborough | - | - | - | 1 | 1 | Hillsborough | - | - | - | - |
| Menlo Park | 38 | 52 | 9 | 339 | 438 | Menlo Park | 13 | 16 | 4 | 56 | 89 | Menlo Park | - | 3 | 2 | 5 |
| Millbrae | 29 | 61 | 5 | 18 | 113 | Millbrae | 26 | 55 | 2 | 15 | 98 | Millbrae | 24 | 55 | - | 79 |
| Pacifica | - | - | - | 40 | 40 | Pacifica | - | - | - | 9 | 9 | Pacifica | - | - | - | - |
| Portola Valley | 18 | 2 | 6 | 14 | 40 | Portola Valley | - | - | - | - | - | Portola Valley | - | - | - | - |
| Redwood City | 124 | 108 | - | 1,019 | 1,251 | Redwood City | 124 | 75 | - | 1,019 | 1,218 | Redwood City | 124 | 55 | - | 179 |
| San Bruno | 13 | 30 | 15 | 143 | 201 | San Bruno | 8 | 10 | 6 | 85 | 109 | San Bruno | - | - | - | - |
| San Carlos | - | - | - | 30 | 30 | San Carlos | - | - | - | 14 | 14 | San Carlos | - | - | - | - |
| San Mateo | 135 | 66 | 54 | 1,202 | 1,457 | San Mateo | 135 | 42 | 28 | 1,008 | 1,213 | San Mateo | 135 | 28 | 1 | 164 |
| San Mateo County | 25 | 66 | 73 | 265 | 429 | San Mateo County | 13 | 16 | 26 | 38 | 93 | San Mateo County | - | 8 | - | 8 |
| South San Francisco | 99 | 17 | 83 | 595 | 794 | South San Francisco | 86 | 7 | 46 | 581 | 720 | South San Francisco | 81 | - | 20 | 101 |
| Woodside | 18 | 7 | 5 | 42 | 72 | Woodside | - | - | - | - | - | Woodside | - | - | - | - |
| San Mateo County Total | 578 | 737 | 540 | 4,957 | 6,812 | San Mateo County | 440 | 464 | 259 | 3,383 | 4,546 | San Mateo County | 384 | 341 | 47 | 772 |
| Share of County Total | 8% | 11% | 8% | 73% | 100% | Share of County Total | 10% | 10% | 6% | 74% | 100% | Share of County Total | 50% | 44% | 6% | 100% |
| Share of Regional Total | 7% | 11% | 10% | 6% | 7% | Share of Regional Total | 7% | 10% | 9% | 6% | 6% | Share of Regional Total | 6% | 7% | 4% | 6% |

| Jurisdiction | Very Low | Low | Moderate | Above Moderate | Total | Jurisdiction | Very Low | Low | Moderate | Above Moderate | Total | Jurisdiction | Very Low | Low | Moderate | Total |
|--------------------------|----------|-----|----------|----------------|--------|-------------------------|----------|-----|----------|----------------|--------|-------------------------|----------|-----|----------|-------|
| Campbell | 12 | 2 | 10 | 312 | 336 | Campbell | 11 | 2 | 10 | 260 | 283 | Campbell | 11 | 2 | 10 | 23 |
| Cupertino | - | - | 44 | 13 | 57 | Cupertino | - | - | 5 | - | 5 | Cupertino | - | - | - | - |
| Gilroy | 9 | 89 | - | 515 | 613 | Gilroy | - | - | - | 10 | 10 | Gilroy | - | - | - | - |
| Los Altos | 4 | 12 | 19 | 30 | 65 | Los Altos | 3 | 4 | - | 1 | 8 | Los Altos | - | - | - | - |
| Los Altos Hills | 15 | 8 | 4 | 84 | 111 | Los Altos Hills | - | - | - | - | - | Los Altos Hills | - | - | - | - |
| Los Gatos | - | 1 | 93 | 84 | 178 | Los Gatos | - | - | 7 | 6 | 13 | Los Gatos | - | - | 1 | 1 |
| Milpitas | 167 | 11 | 10 | 1,279 | 1,467 | Milpitas | 1 | - | - | 999 | 1,000 | Milpitas | - | - | - | - |
| Monte Sereno | 26 | 7 | 7 | 39 | 79 | Monte Sereno | - | - | - | - | - | Monte Sereno | - | - | - | - |
| Morgan Hill | 72 | 57 | 367 | 730 | 1,226 | Morgan Hill | 64 | 27 | 87 | 223 | 401 | Morgan Hill | 64 | 27 | 4 | 95 |
| Mountain View | 119 | 285 | 12 | 2,661 | 3,077 | Mountain View | 107 | 183 | 12 | 2,509 | 2,811 | Mountain View | 107 | 183 | 12 | 302 |
| Palo Alto | - | 2 | - | 92 | 94 | Palo Alto | - | 2 | - | 39 | 41 | Palo Alto | - | 2 | - | 2 |
| San Jose | 781 | - | - | 4,818 | 5,599 | San Jose | 621 | - | - | 3,958 | 4,579 | San Jose | 621 | - | - | 621 |
| Santa Clara | 180 | 201 | 108 | 3,888 | 4,377 | Santa Clara | 44 | 183 | 90 | 1,891 | 2,208 | Santa Clara | 37 | 175 | 88 | 300 |
| Saratoga | - | 2 | 3 | - | 5 | Saratoga | - | - | - | - | - | Saratoga | - | - | - | - |
| Sunnyvale | 115 | 122 | 286 | 2,525 | 3,048 | Sunnyvale | 113 | 114 | 133 | 2,143 | 2,503 | Sunnyvale | 113 | 108 | 70 | 291 |
| Santa Clara County Total | 1,500 | 799 | 963 | 17,070 | 20,332 | Santa Clara County | 964 | 515 | 344 | 12,039 | 13,862 | Santa Clara County | 953 | 497 | 185 | 1,635 |
| Share of County Total | 7% | 4% | 5% | 84% | 100% | Share of County Total | 7% | 4% | 2% | 87% | 100% | Share of County Total | 58% | 30% | 11% | 100% |
| Share of Regional Total | 19% | 11% | 18% | 22% | 21% | Share of Regional Total | 15% | 11% | 12% | 21% | 20% | Share of Regional Total | 15% | 11% | 16% | 13% |

Bay Area Housing Production 2018-2022

| All New Units | | | | | | New Units in Priority Development Areas (PDAs) and/or Transit Priority Areas (TPAs) | | | | | | New Units in PDAs and/or TPAs that are Deed-Restricted (HIP Qualifying) | | | | |
|-------------------------|----------|-------|----------|----------------|--------|---|----------|-------|----------|----------------|--------|---|----------|-------|----------|--------|
| Jurisdiction | Very Low | Low | Moderate | Above Moderate | Total | Jurisdiction | Very Low | Low | Moderate | Above Moderate | Total | Jurisdiction | Very Low | Low | Moderate | Total |
| Benicia | - | - | 12 | 4 | 16 | Benicia | - | - | 1 | - | 1 | Benicia | - | - | - | - |
| Dixon | - | - | 23 | 326 | 349 | Dixon | - | - | - | 3 | 3 | Dixon | - | - | - | - |
| Fairfield | - | - | 295 | 1,419 | 1,714 | Fairfield | - | - | 3 | 315 | 318 | Fairfield | - | - | 1 | 1 |
| Rio Vista | - | - | 3 | 375 | 378 | Rio Vista | - | - | - | - | - | Rio Vista | - | - | - | - |
| Solano County | 1 | 16 | 7 | 5 | 29 | Solano County | - | - | - | - | - | Solano County | - | - | - | - |
| Suisun City | - | - | - | 11 | 11 | Suisun City | - | - | - | - | - | Suisun City | - | - | - | - |
| Vacaville | - | 46 | 23 | 943 | 1,012 | Vacaville | - | 1 | - | 245 | 246 | Vacaville | - | - | - | - |
| Vallejo | - | - | - | 123 | 123 | Vallejo | - | - | - | 15 | 15 | Vallejo | - | - | - | - |
| Solano County Total | 1 | 62 | 363 | 3,206 | 3,632 | Solano County | - | 1 | 4 | 578 | 583 | Solano County | - | - | 1 | 1 |
| Share of County Total | 0% | 2% | 10% | 88% | 100% | Share of County Total | 0% | 0% | 1% | 99% | 100% | Share of County Total | 0% | 0% | 0% | 0% |
| Share of Regional Total | 0% | 1% | 7% | 4% | 4% | Share of Regional Total | 0% | 0% | 0% | 1% | 1% | Share of Regional Total | 0% | 0% | 0% | 0% |
| Jurisdiction | Very Low | Low | Moderate | Above Moderate | Total | Jurisdiction | Very Low | Low | Moderate | Above Moderate | Total | Jurisdiction | Very Low | Low | Moderate | Total |
| Cloverdale | 19 | 5 | 24 | 44 | 92 | Cloverdale | 19 | 4 | - | 11 | 34 | Cloverdale | 18 | 4 | - | 22 |
| Cotati | 8 | 6 | 10 | 54 | 78 | Cotati | 1 | 2 | 6 | - | 9 | Cotati | - | - | 5 | 5 |
| Healdsburg | - | 1 | 10 | 26 | 37 | Healdsburg | - | - | - | - | - | Healdsburg | - | - | - | - |
| Petaluma | 78 | - | 41 | 215 | 334 | Petaluma | 78 | - | 9 | 77 | 164 | Petaluma | 78 | - | 1 | 79 |
| Rohnert Park | 109 | 121 | 16 | 1,117 | 1,363 | Rohnert Park | - | - | 1 | 3 | 4 | Rohnert Park | - | - | - | - |
| Santa Rosa | 190 | 85 | 72 | 1,736 | 2,083 | Santa Rosa | 135 | 68 | 36 | 766 | 1,005 | Santa Rosa | 135 | 67 | 19 | 221 |
| Sebastopol | 35 | 4 | 3 | 33 | 75 | Sebastopol | 31 | 2 | 3 | 13 | 49 | Sebastopol | 31 | - | - | 31 |
| Sonoma | 40 | 17 | 34 | 69 | 160 | Sonoma | - | - | - | - | - | Sonoma | - | - | - | - |
| Sonoma County | 33 | 104 | 331 | 1,046 | 1,514 | Sonoma County | 24 | 35 | 6 | 120 | 185 | Sonoma County | 24 | 35 | - | 59 |
| Windsor | 30 | 29 | 1 | 57 | 117 | Windsor | 30 | 29 | 1 | 8 | 68 | Windsor | 30 | 29 | 1 | 60 |
| Sonoma County Total | 542 | 372 | 542 | 4,397 | 5,853 | Sonoma County | 318 | 140 | 62 | 998 | 1,518 | Sonoma County | 316 | 135 | 26 | 477 |
| Share of County Total | 9% | 6% | 9% | 75% | 100% | Share of County Total | 21% | 9% | 4% | 66% | 100% | Share of County Total | 0% | 0% | 0% | 0% |
| Share of Regional Total | 7% | 5% | 10% | 6% | 6% | Share of Regional Total | 5% | 3% | 2% | 2% | 2% | Share of Regional Total | 5% | 3% | 2% | 4% |
| Jurisdiction | Very Low | Low | Moderate | Above Moderate | Total | Jurisdiction | Very Low | Low | Moderate | Above Moderate | Total | Jurisdiction | Very Low | Low | Moderate | Total |
| Regional Total | 7,991 | 6,948 | 5,502 | 78,536 | 98,977 | Regional Total | 6,580 | 4,793 | 2,827 | 56,189 | 70,389 | Regional Total | 6,456 | 4,571 | 1,154 | 12,181 |
| Share of Regional Total | 8% | 7% | 6% | 79% | 100% | Share of Regional Total | 9% | 7% | 4% | 80% | 100% | Share of Regional Total | 53% | 38% | 9% | 100% |

Date: October 24, 2018
W.I.: 1511
Referred by: PAC
Revised: 10/23/19-C
12/20/23-C

ABSTRACT

Resolution No. 4348, Revised

This resolution approves the framework and qualifying criteria of the Housing Incentive Pool, an incentive program to reward San Francisco Bay Area local jurisdictions that produce or preserve the most affordable housing.

Attachment A of this resolution was revised on October 23, 2019 to include eligibility and programming guidelines for the \$5 million Sub-HIP pilot set-aside from the Housing Incentive Pool.

Attachment A of this resolution was revised on December 20, 2023 to further define the eligibility and programming guidelines for the \$71 million Housing Incentive Pool.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated October 10, 2018, October 9, 2019, and December 13, 2023.

Date: October 24, 2018
W.I.: 1511
Referred by: PAC

RE: Housing Incentive Pool Framework and Qualifying Criteria

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4348

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 availability of affordable housing in the San Francisco Bay Area has been highlighted as a regional issue in Plan Bay Area 2040 and other plans; and

WHEREAS, pursuant to MTC Resolution 4308, MTC has developed a framework and criteria for the distribution of funds to incentivize desired housing outcomes across the region; now, therefore, be it

RESOLVED, that MTC approves the Housing Incentive Pool (HIP) framework and qualifying criteria as set forth in Attachment A to this resolution, attached hereto and incorporated by reference; and, be it further

RESOLVED, that MTC may allocate funds to local agencies per the approved HIP framework and criteria as set forth in Attachment A to this resolution; and be it further

RESOLVED, that agencies receiving funds allocated by MTC per this resolution must adhere to any and all conditions, guidelines, and eligibility requirements prescribed by the type of funding received.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on October 24, 2018.

Date: October 24, 2018
W.I.: 1511
Referred by: PAC
Revised: 10/23/19-C
12/20/23-C

Attachment A
Resolution No. 4348
Page 1 of 2

Housing Incentive Pool Framework and Qualifying Criteria

This framework and qualifying criteria guide the distribution of funding for the Housing Incentive Pool (HIP), a funding program intended to provide incentive for the building and preservation of affordable housing units by local jurisdictions in the San Francisco Bay Area.

HIP Eligible Time Period:

The eligible time period for the production or preservation of housing units that meet the qualifying criteria listed below is calendar years 2018 through 2022.

HIP grants will only be distributed after the fifth year of the eligible time period.

HIP Housing Unit Qualifying Criteria:

1. Total HIP units = new built units + preserved units;
2. New or preserved units must be affordable to households at the very low-, low- and moderate-income levels;
3. New and preserved units must be located in Priority Development Areas (PDAs) or in Transit Priority Areas (TPAs) to qualify for the incentive;
4. Preserved units must be either:
 - a. Multi-family units that receive governmental assistance consistent with the funding sources in Government Code Section 65863.10(a)(3) that are identified as “very-high risk” or “high risk” of converting to market-rate rents by the California Housing Partnership Corporation (CHPC) or,
 - b. The acquisition/preservation of existing unrestricted multi-family affordable housing units upon which restrictions are newly placed;
5. A preserved unit that has deed restrictions for at least 55 years will be counted as one HIP unit. Units with deed restrictions for a shorter duration will receive a pro-rated share of one unit based on the 55-year standard;
6. All new units must be deed restricted;
7. To be eligible for the HIP program, jurisdictions must be compliant with state housing laws related to Surplus Lands, Accessory Dwelling Units, Density Bonuses, and Housing Element by the end of December, 2024 2022. Compliance with the Housing Element will be determined by the California Department of Housing and Community Development. Jurisdictions must certify by council or board resolution that they are compliant with the other three laws.

Funding Distribution:

Five million dollars will be set aside from funds available for the HIP to pilot a competitive program to help finance eligible infrastructure that will support affordable housing projects in Priority Development Areas and Transit Priority Areas. The County Transportation Agencies (CTAs) will work with cities and developers to identify candidate projects. MTC/ABAG staff will develop guidelines for this pilot program;

Remaining HIP funds will be distributed to the 15 jurisdictions with the greatest number of total HIP units within the eligible time period. Funds will be distributed among the top 15 jurisdictions on a per unit basis. MTC/ABAG staff will alert CTAs of grant awards to jurisdictions in their counties and encourage jurisdictions to coordinate with their respective CTA on projects to receive HIP funds.

HIP \$5 Million Set-Aside Eligibility and Programming Guidelines

The following framework will guide the distribution of the \$5 million set-aside from the HIP program. The set-aside is intended to help finance eligible infrastructure that will support affordable housing projects in Priority Development Areas (PDAs) and Transit Priority Areas (TPAs).

Funding Distribution:

1. Funds will be apportioned \$4 million to the Solano Transportation Authority (STA) and \$1 million for the other North Bay counties (Marin, Napa, and Sonoma) to be distributed after evaluation of proposals from the County Transportation Agencies (CTAs) in those counties for eligible projects, due to MTC by May 1, 2020.
2. Eligible counties will be responsible for developing county-specific guidelines, managing a call for projects, and submitting project recommendations to MTC that are consistent with these guidelines.

Project Eligibility:

1. Project must be a transportation investment directed within or connected directly to a PDA or TPA.
2. Project must meet the eligibility guidelines for the OBAG 2 County Program.
3. Project must be able to obligate funds by the end of FY2022, consistent with OBAG 2.
4. Project must be eligible for Federal Surface Transportation Block Grant/ Congestion Mitigation and Air Quality Improvement (STP/CMAQ) funding.
5. The minimum grant size to be awarded is \$250,000.

Jurisdiction Eligibility: Project sponsors for selected transportation projects must be compliant with OBAG 2 County Program policies (Housing Element annual reporting, Surplus Lands Act, Complete Streets Requirements, etc.)

Housing Incentive Pool \$71 Million Eligibility and Programming Guidelines

The following framework will guide the distribution of the \$71 million in HIP funds remaining after the \$5 million Sub-HIP set-aside. These funds are intended to reward jurisdictions who produced and preserved the most affordable housing in Priority Development Areas (PDAs) and Transit Priority Areas (TPAs).

Funding Sources and Exchanges:

Programming capacity for the HIP program includes \$71 million in federal transportation funds, consisting of Federal Surface Transportation Block Grant (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and/or Regional Transportation Improvement Program (RTIP) funds. MTC, in coordination with HIP sponsors, may exchange HIP programming capacity for other federal or non-federal transportation funds, as needed. Projects receiving federal HIP

programming capacity as part of an exchange (Recipient Projects) must comply with applicable requirements associated with the funding source(s). HIP projects receiving exchanged funds (Target Projects) must adhere to all applicable HIP program requirements, including project selection procedures for projects receiving STP/CMAQ funds.

Jurisdiction Eligibility and Enforcement:

Jurisdictions must be compliant with state housing laws related to Surplus Lands, Accessory Dwelling Units, Density Bonuses, and Housing Element by December 31, 2024. Jurisdictions must comply with the following requirements at the time of HIP programming in the Transportation Improvement Program (TIP):

1. Jurisdictions must have a general plan Housing Element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-2031 Regional Housing Needs Allocation (RHNA), and
2. Jurisdictions must certify by council or board resolution that they are compliant with the other three laws related to Surplus Lands, Accessory Dwelling Units, and Density Bonuses, using the template provided by MTC.

Following a review of Bay Area jurisdictions' Housing Element certification progress in June 2024, the Commission will have the opportunity to reaffirm the grace period extension to December 31, 2024, or modify the Housing Element certification deadline or related policies for individual projects or sponsors.

Funding Distribution:

Funds will be awarded to the top 15 jurisdictions who produced and preserved the most qualifying units on a per-unit basis, rounded to the nearest \$1,000. Jurisdictions must submit any corrections to the housing unit data used to determine HIP award distributions to MTC staff by January 31, 2024. Award amounts will be revised, as necessary, to accommodate corrections submitted by this deadline or to redistribute rescinded funds from noncompliant jurisdictions, as described below.

MTC will rescind any HIP awards not programmed in the TIP from jurisdictions that remain or become noncompliant with HIP program requirements after December 31, 2024.

MTC will award rescinded funds to the top 15 compliant jurisdiction through the following process:

1. Recalculate total per-unit awards, rounded to the nearest \$1,000, for the revised top 15 compliant jurisdictions,
2. For jurisdictions that have not previously received HIP funds, award the total amount calculated in step 1 or \$250,000, whichever is greater, and
3. For jurisdictions with existing HIP funds, award the difference between the prior HIP total and the recalculated amount from step 1, reduced proportionally for each jurisdiction as needed to accommodate the \$250,000 minimum award for new jurisdictions as required in step 2.

Jurisdictions must recommend eligible candidate projects for rescinded HIP funds according to the criteria and process detailed below. Jurisdictions may recommend that MTC program rescinded HIP funds to projects with existing federal funding as necessary to meet with minimum threshold of \$250,000 in federal funds per project.

Jurisdictions awarded HIP funds through the redistribution of rescinded funds must adopt a self-certification of state housing laws prior to TIP programming.

Project Eligibility:

For each HIP project, jurisdictions must:

1. Ensure eligibility for OBAG 2 County Program funds (MTC Resolution No. 4202),
2. Ensure eligibility for Federal Surface Transportation Block Grant (STP) and/or Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, including meeting minimum local match requirements,
3. For projects eligible for CMAQ funds, provide the inputs necessary to assess the air quality improvements resulting from project implementation, using a template form provided by MTC,
4. Comply with MTC's Complete Streets policy (MTC Resolution No. 4493), including submission of a Complete Streets checklist, if applicable,
5. Comply with MTC's Regional Project Delivery Policy (MTC Resolution No. 3606), including adoption of a Resolution of Local support using the template provided by MTC,
6. Program a minimum of \$250,000 in federal funds per project (minimum grant amount for HIP and OBAG 2 programs), and
7. Obligate all HIP funds by January 31, 2027.

Project Selection and Programming:

Jurisdictions awarded HIP funds must submit project recommendations to MTC for selection using the letter of interest template provided by MTC. Jurisdiction letters of interest must:

1. Include multiple project recommendations, totaling 120% to 200% of the jurisdiction's HIP award, to allow for MTC discretion in project selection;
2. Meet the project eligibility requirements listed above, inclusive of any required attachments; and
3. Be submitted to MTC by December 31, 2024 for sponsors on the original top 15 list, or within 6 months of award for jurisdictions awarded HIP funds through the redistribution of rescinded funds.

MTC staff will evaluate letters of interest and make project selection recommendations based on the following criteria:

1. Project eligibility for HIP funding;
2. Deliverability, including anticipated risk to the project development schedule and funding plan;
3. Needs and benefits, which may include consideration of community support, consistency with adopted plans and policies, anticipated project impacts, and/or the availability of alternative funding sources; and
4. For projects eligible for CMAQ funds, the relative cost-effectiveness of associated criteria air pollutant and fine particulate matter (PM 2.5) reductions.

MTC will evaluate and select HIP projects on a rolling basis as letters of interest are submitted. HIP awards and selected projects will be programmed through the OBAG 2 framework as revisions to MTC Resolution No. 4202.

Housing Incentive Pool and MTC Housing Element Policy

December 13, 2023
Programming and
Allocations Committee

Agenda Items 5a(i) and 5a(ii)



**METROPOLITAN
TRANSPORTATION
COMMISSION**



Housing and Transportation Funding Background

Transportation and Land Use Connection

- **Plan Bay Area 2050** aligns regional transportation planning with land use and housing, as required by SB 375
- **One Bay Area Grant (OBAG)** Program supports implementation of transportation and land use goals of *Plan Bay Area 2050*
 - Housing Element approval required for OBAG funds since 2013 (OBAG 1)
 - Commission directed staff to continue requirement under OBAG 3 in early 2020
- **Housing Incentive Pool (HIP)** rewards jurisdiction for producing and preserving affordable housing in Growth Geographies

Plan Bay Area 2050 Housing Strategies

| | |
|----|--|
| H1 | Further strengthen renter protections beyond state law |
| H2 | Preserve existing affordable housing |
| H3 | Allow a greater mix of housing densities and types in Growth Geographies |
| H4 | Build adequate affordable housing to ensure homes for all |
| H5 | Integrate affordable housing into all major housing projects |
| H6 | Transform aging malls and office parks into neighborhoods |
| H7 | Provide targeted mortgage, rental and small business assistance to Equity Priority Communities |
| H8 | Accelerate reuse of public and community land for mixed-income housing and services |

Housing Incentive Pool (HIP)

Overview

- \$71 million in federal transportation funds to top 15 jurisdictions
 - \$25 million-One Bay Area Grant (OBAG 2)
 - \$46 million-Regional Transportation Improvement Program (RTIP)
- Awarded on per-unit basis for affordable housing produced or preserved:
 - Between 2018 and 2022
 - In Priority Development Areas (PDAs) or Transit Priority Areas (TPAs)
- Compliance with state housing laws

Recommendation

- Fund source exchanges to remove RTIP
- Data review period (through January 2024)
- Rolling submissions and MTC project selection (through December 2024)
- Align compliance deadlines with OBAG 3

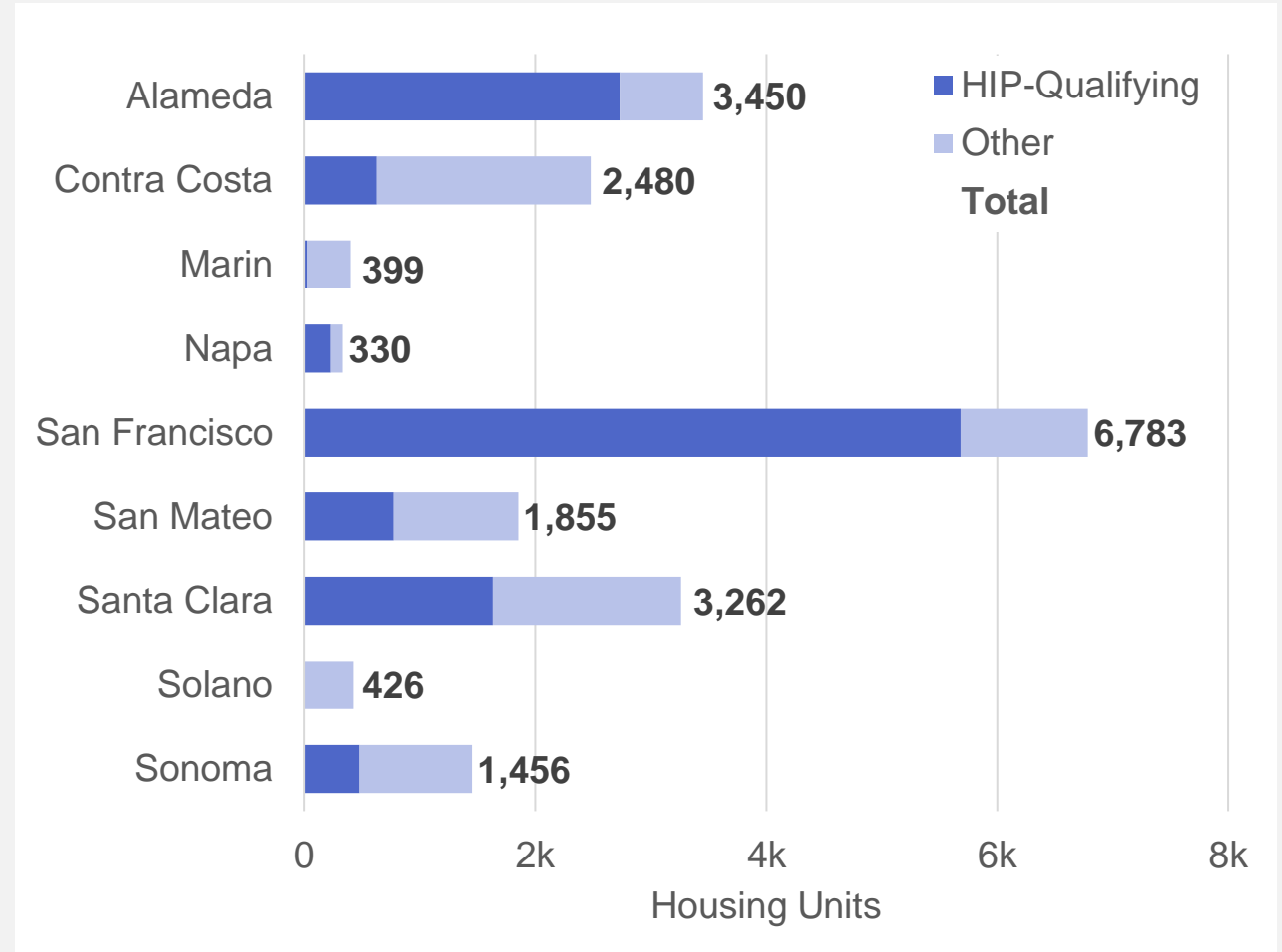


HIP Rankings and Preliminary Awards

Preliminary Awardees (Top 15)

| Rank | Jurisdiction | Qualifying Units* | Preliminary Share* | Preliminary Award* |
|------|-----------------|-------------------|--------------------|--------------------|
| 1 | San Francisco | 6,129 | 51.3% | 36,442,000 |
| 2 | Oakland | 1,702 | 14.3% | 10,120,000 |
| 3 | Fremont | 701 | 5.9% | 4,168,000 |
| 4 | San Jose | 625 | 5.2% | 3,716,000 |
| 5 | Richmond | 419 | 3.5% | 2,491,000 |
| 6 | Sunnyvale | 314 | 2.6% | 1,867,000 |
| 7 | Mountain View | 302 | 2.5% | 1,796,000 |
| 8 | Santa Clara | 300 | 2.5% | 1,784,000 |
| 9 | Berkeley | 271 | 2.3% | 1,611,000 |
| 10 | American Canyon | 228 | 1.9% | 1,356,000 |
| 11 | Redwood City | 226 | 1.9% | 1,344,000 |
| 12 | Daly City | 223 | 1.9% | 1,326,000 |
| 13 | Santa Rosa | 221 | 1.9% | 1,314,000 |
| 14 | San Mateo | 164 | 1.4% | 975,000 |
| 15 | Pleasanton | 116 | 1.0% | 690,000 |

Affordable Housing Production 2018-2022



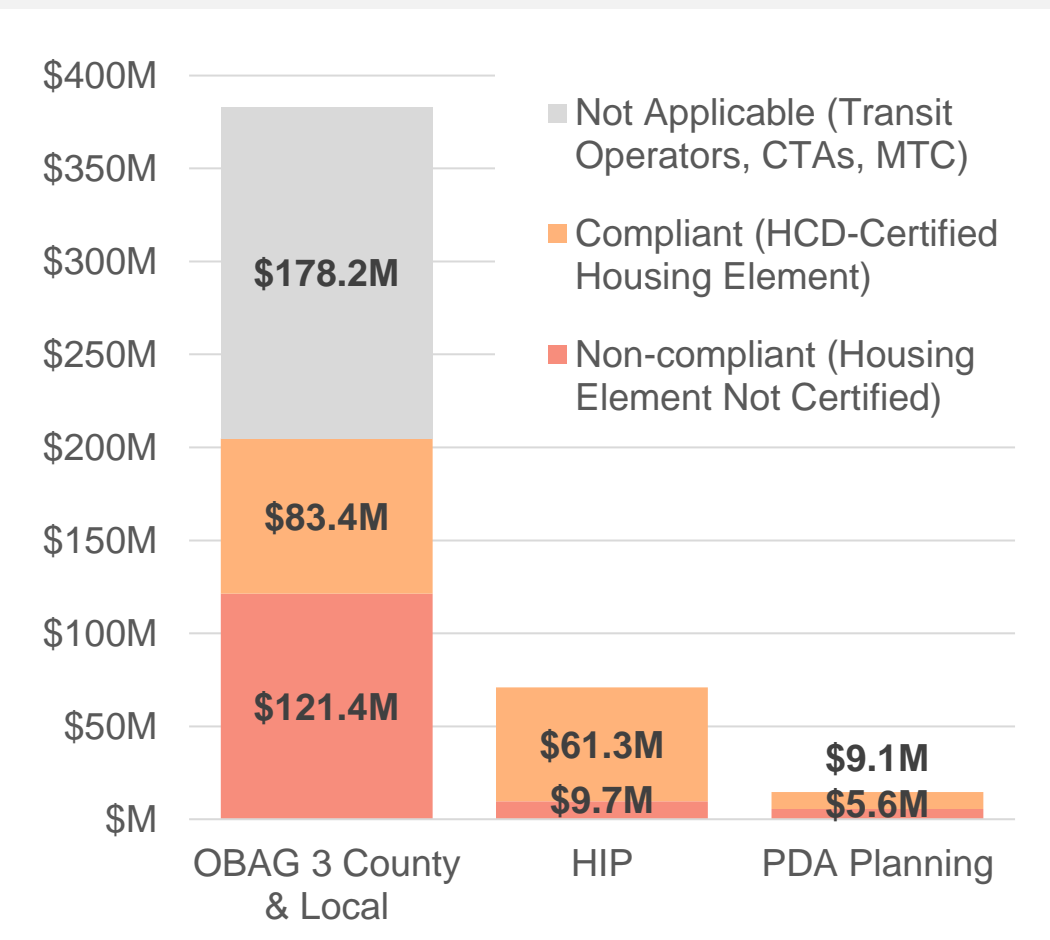
**Subject to change based on jurisdiction review*

OBAG 3 Housing Element Policy and Compliance

Current State

- HCD Housing Element certification required by December 31, 2023
 - State submission deadline was January 31, 2023
- Most regional jurisdictions not certified
 - High time/effort required compared to prior cycles
 - 53/109 jurisdictions approved by HCD*
 - 55+ require rezoning by January to remain certified
- Substantial funding at risk
 - \$121 million OBAG 3 County & Local (32%)
 - \$10 million HIP (14%)
 - \$6 million PDA Planning Grants (38%)

Funding by Sponsor Compliance



*HCD Housing Element Certification as of November 13, 2023

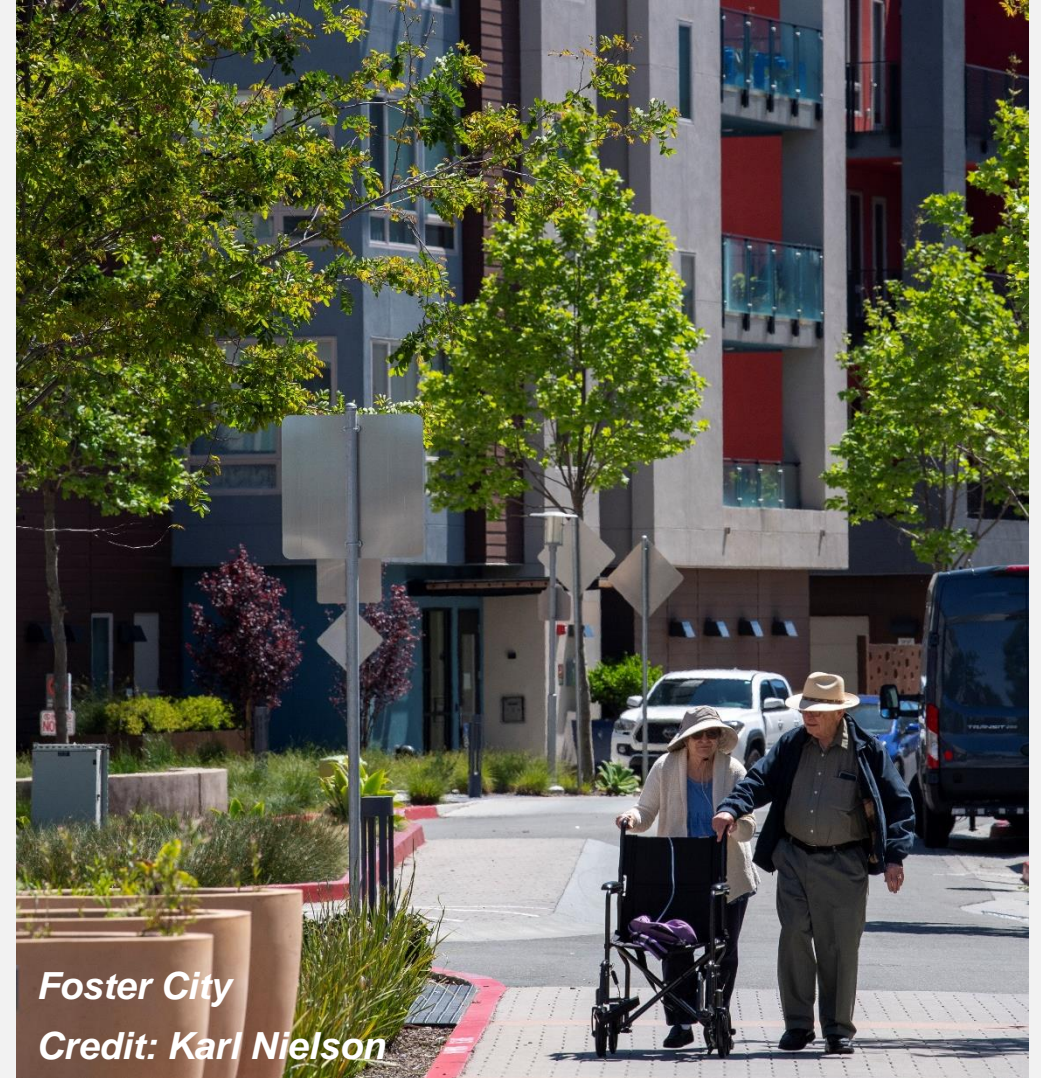
OBAG 3 Housing Element Grace Period

Recommendation

- Housing Element approval grace period
 - Extend deadline to December 31, 2024
 - Withhold OBAG funds until certification
- Strategic exceptions
 - PDA Planning Grants that advance Housing Elements
 - Projects with state/federal discretionary funds

Anticipated Impacts

- Incentivize Housing Element approval
 - Withhold funds from non-compliant jurisdictions
 - Support required rezoning with PDA Planning Grants
- Preserve at-risk funding to jurisdictions
 - OBAG regional discretionary funds
 - Complementary state/federal discretionary funds



Foster City

Credit: Karl Nielson

HIP and Housing Element Policy Recommendations

Recommendation Summary

- Adopt Housing Incentive Pool (HIP) Project Selection and Programming policy
- Program preliminary HIP awards
- Approve grace period for Housing Element approval for HIP and OBAG 3

Resolution Revisions

Refer the following resolution revisions to the Commission for approval:

- MTC Resolution No. 4348, Revised (HIP Program, Agenda Item 5aii)
- MTC Resolution No. 4202, Revised (OBAG 2 Program, Agenda Item 5ai)
- MTC Resolution No. 4505, Revised (OBAG 3 Program, Agenda Item 5ai)



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0088 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 12/8/2023 **In control:** Metropolitan Transportation Commission

On agenda: 12/20/2023 **Final action:**

Title: Closed Session Public Comment

Sponsors:

Indexes:

Code sections:

Attachments:

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:
Closed Session Public Comment



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0089 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 12/8/2023 **In control:** Metropolitan Transportation Commission
On agenda: 12/20/2023 **Final action:**
Title: Closed Session - CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION The Commission met in closed session pursuant to Government Code Section 54956.9(a) and paragraph (2) of subdivision (d) of Government Code Section 54956.9 to confer with counsel regarding significant exposure to litigation: one case.

Sponsors:

Indexes:

Code sections:

Attachments:

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

Closed Session - CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION The Commission met in closed session pursuant to Government Code Section 54956.9(a) and paragraph (2) of subdivision (d) of Government Code Section 54956.9 to confer with counsel regarding significant exposure to litigation: one case.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0090 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 12/8/2023 **In control:** Metropolitan Transportation Commission

On agenda: 12/20/2023 **Final action:**

Title: Open Session

Sponsors:

Indexes:

Code sections:

Attachments:

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:
Open Session