



Metropolitan Transportation Commission

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

Meeting Agenda - Final-revised

Programming and Allocations Committee

Cindy Chavez, Chair Nate Miley, Vice Chair

Wednesday, February 14, 2024

10:10 AM

Board Room - 1st Floor

The Programming and Allocations Committee is scheduled to meet at 10:10 a.m. or immediately following the 10:05 a.m. Administration Committee meeting.

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

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/82093640120>

iPhone One-Tap: US:

+13462487799,,82093640120# US (Houston)

+16699006833,,82093640120# US (San Jose)

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)

Webinar ID: 820 9364 0120

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

Detailed instructions on participating via Zoom are available at:

<https://bayareametro.zoom.us/j/kdR1hznEgA>

<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

**Cindy Chavez (Chair), Nate Miley (Vice Chair),
Margaret Abe-Koga, Victoria Fleming, Federal D. Glover,
Gina Papan, Hillary Ronen, Sheng Thao
Non-Voting Members: Dina El-Tawansy, Libby Schaaf**

1. Call to Order / Roll Call / Confirm Quorum

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

2. Consent Calendar

- 2a.** [24-0146](#) Approval of the Programming and Allocations Committee Minutes of January 10, 2024 Meeting.
- Action:** Committee Approval
- Attachments:** [2a 24-0146 1-10-2024 Prog&Allocations Draft Minutes v3.pdf](#)
-
- 2b.** [24-0125](#) Transit Performance Initiative - Investment Program Semi-Annual Update.
- Action:** Informational
- Presenter:** Anne Spevack
- Attachments:** [2b 24-0125 01 Summary Sheet TPI Investment Update.pdf](#)
 [2b 24-0125 2 Attachment A TPI Investment Semi-Annual Update.pdf](#)
 [2b 24-0125 3 Appendix I Project List TPI Investment Semi-Annual Updat](#)
-
- 2c.** [24-0135](#) MTC Resolution Nos. 4570, 4571, 4572, and 4626, Revised. Allocation of \$212 million in FY2023-24 Transportation Development Act, State Transit Assistance, Regional Measure 2, and AB1107 funds to the City of Fairfield, the San Francisco Municipal Transportation Agency and MTC to support transit operations and capital projects in the region.
- Action:** Commission Approval
- Presenter:** Luis Garcia
- Attachments:** [2c 24-0135 Summary Sheet TDA STA RM2 AB1107.pdf](#)
 [2c 24-0135 MTC Resolution No 4570 Revised.pdf](#)
 [2c 24-0135 MTC Resolution No 4571 Revised.pdf](#)
 [2c 24-0135 MTC Resolution No 4572 Revised.pdf](#)
 [2c 24-0135 MTC Resolution No 4573 Revised.pdf](#)

- 2d. [24-0137](#) MTC Resolutions Nos. 3989, 4505 and 4540, Revised. Various revisions to the One Bay Area Grant programs (OBAG 2 and 3), Carbon Reduction Program, and MTC exchange program, including programming \$1 million in OBAG 3 Regional funds to MTC for Adaptive Ramp Metering on State Route 237 in Santa Clara County and changing the fund source for \$16.5 million in OBAG 2 and 3 projects from STP/CMAQ to CRP to facilitate timely CRP program delivery.

Action: Commission Approval

Presenter: Thomas Arndt

Attachments: [2d 24-0137 Summary Sheet Memo OBAG CRP Exchange.pdf](#)
[2d 24-0137 MTC Resolution No 3989 Revised.pdf](#)
[2d 24-0137 MTC Resolution No 4202 Revised.pdf](#)
[2d 24-0137 MTC Resolution No 4505 Revised.pdf](#)
[2d 24-0137 MTC Resolution No 4540 Revised.pdf](#)

- 2e. [24-0140](#) MTC Resolution Nos. 4615, Revised, 4631, and 4632. Allocation of \$7.6 million in Regional Measure 3 capital funds to San Francisco Municipal Transportation Agency and Bay Area Toll Authority.

Action: Commission Approval

Presenter: Julieth Ortiz

Attachments: [2e 24-0140 Summary Sheet Resolutions 4615 Revised 4631 4632 RM3 A](#)
[2e 24-0140 Attachment A Capital Expenditure Plan Tracker.pdf](#)
[2e 24-0140 Attachment B RM3 February 2024 Project Summaries.pdf](#)
[2e 24-0140 MTC Resolution No 4615 Revised.pdf](#)
[2e 24-0140 MTC Resolution No 4631 Revised.pdf](#)
[2e 24-0140 MTC Resolution No 4632.pdf](#)

- 2f. [24-0142](#) MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-27.

Action: Commission Approval

Presenter: John Saelee

Attachments: [2f 24-0142 Summary Sheet Res 4545 2023-27 TIP Revision Summary.pdf](#)
[2f 24-0142 Attachment A TIP 2023-27 Revision Summary MTC Resolution](#)
[2f 24-0142 MTC Resolution No 4545 Revised.pdf](#)

3. Regional

- 3a. [24-0136](#) MTC Resolution No. 4629, FY 2024-25 MTC Fund Estimate.

Annual Fund Estimate and proposed apportionment and distribution of approximately \$1 billion in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2024-25.

Action: Commission Approval

Presenter: Terence Lee

Attachments: [3a 24-0136 Summary Sheet MTC Resolution No 4629 Fund Estimate.pdf](#)
[3a 24-0136 MTC Resolution No 4629.pdf](#)
[3a 24-0136 Fund Estimate Presentation.pdf](#)

4. State

- 4a. [24-0138](#) MTC Resolution No. 4630. Fiscal Year 2023-24 Productivity Improvement Program (PIP).

Recommend adoption of the Fiscal Year 2023-24 Productivity Improvement Program which incorporates the Senate Bill 125-related Regional Accountability Measures for emergency transit funding.

Action: Commission Approval

Presenter: Raleigh McCoy

Attachments: [4a 24-0138 Summary Sheet MTC Resolution No 4630 FY24 PIP.pdf](#)
[4a 24-0138 Attachment A PIP Progress Update.pdf](#)
[4a 24-0138 Attachment B MTC Resloution No 4619 Attachment C.pdf](#)
[4a 24-0138 MTC Resolution No 4630.pdf](#)
[4a 24-0138 Presentation.pdf](#)

5. Information

- 5a. [24-0170](#) California Transportation Commission (CTC) and State Funding Programs Update on CTC and state funding programs under the CTC's purview.

Action: Information

Presenter: Kenneth Kao

Attachments: [5a 24-0170 Summary Sheet CTC Update Feb.pdf](#)

6. 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.*

7. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on Wednesday, March 13, 2024 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0146 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 1/4/2024 **In control:** Programming and Allocations Committee

On agenda: 2/14/2024 **Final action:**

Title: Approval of the Programming and Allocations Committee Minutes of January 10, 2024 Meeting.

Sponsors:

Indexes:

Code sections:

Attachments: [2a 24-0146 1-10-2024_Prog&Allocations_Draft_Minutes_v3.pdf](#)

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

Subject:
Approval of the Programming and Allocations Committee Minutes of January 10, 2024 Meeting.

Recommended Action:
Committee Approval

Attachments: List any attachments.



Metropolitan Transportation Commission Meeting Minutes

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

Programming and Allocations Committee

Cindy Chavez, Chair Nate Miley, Vice Chair

Wednesday, January 10, 2024

9:45 AM

Board Room - 1st Floor

Roster

Cindy Chavez (Chair), Nate Miley (Vice Chair),
Margaret Abe-Koga, Victoria Fleming, Federal D. Glover,
Gina Papan, Hillary Ronen, Sheng Thao
Non-Voting Members: Dina El-Tawansy, Libby Schaaf

Chair Chavez called the meeting to order at 11:44 a.m.

Commissioner Glover was absent during the Roll Call and Commissioner Pedroza was deputized to make quorum of the Committee.

1. Call to Order / Roll Call / Confirm Quorum

Present: 6 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Glover, Vice Chair Papan, Commissioner Pedroza, and Commissioner Ronen
Absent: 3 - Commissioner Fleming, Commissioner Miley, and Commissioner Thao

Non-voting member present: Commissioner Schaaf

Non-voting member absent: Commissioner El-Tawansy

2. Consent Calendar

Upon the motion by Commissioner Glover and seconded by Commissioner Abe-Koga, the consent calendar was unanimously approved by the following:

Aye: 6 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Glover, Vice Chair Papan, Commissioner Pedroza and Commissioner Ronen

Absent: 3 - Commissioner Fleming, Commissioner Miley and Commissioner Thao

2a. [23-1455](#) Approval of the Programming and Allocations Committee Minutes of December 13, 2023 Meeting

Action: Committee Approval

- 2b. [24-0076](#) MTC Resolution Nos. 4615 and 4585, Revised. Allocation of \$34.5 million in Regional Measure 3 (RM3) capital funds to San Francisco Municipal Transportation Agency (SFMTA) and Contra Costa Transportation Authority (CCTA).

Action: Commission Approval

Presenter: Julieth Ortiz

- 2c. [24-0077](#) Regional Measure 3 (RM3) Capital Programs: Semi-Annual Update

Action: Informational

Presenter: Julieth Ortiz

- 2d. [24-0078](#) Regional Measure 2 (RM2) Capital Programs: Semi-Annual Update

Action: Informational

Presenter: Anne Spevack

- 2e. [24-0079](#) MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-25.

Action: Commission Approval

Presenter: John Saelee

- 2f. [24-0081](#) Quarterly Report of the Executive Director's Delegated Authority Actions.

Action: Informational

Presenter: Luis Garcia

- 2g. [24-0082](#) MTC Resolution Nos. 4570, 4571 and 4626 Revised. FY2023-24 Transit Development Act (TDA), State Transit Assistance (STA) and Regional Measure 3 (RM3) Allocations to the City of Fairfield (FAST), the Transbay Joint Powers Authority (TJPA), and Metropolitan Transportation Commission (MTC).

Action: Commission Approval

Presenter: Luis Garcia

3. Regional

3a. [24-0080](#) Clipper START Pilot Program Update

Staff provided status of the Clipper START Pilot Program to grow and evolve the Program.

Action: Informational

Presenter: Judis Santos

Randi Kinman, Policy Advisory Councilmember, was called to speak.

3b. [24-0091](#) MTC Resolution No. 4621. Regional Measure 3 Program Amendments

A summary of public comments received and recommendation to modify five existing projects and reassign \$16.7 million in Regional Measure 3 (RM3) funds, specifically to:

(i) Redirect \$16,700,000 in funds from the Solano County I-80/I-680/SR-12 Interchange Project (RM3 project #21) to the Solano I-80 Express Lanes (Toll System) project - part of the Bay Area Corridor Express Lanes suite of projects (under RM3 project #2);

(ii) Modify scope of Sonoma-Marin Area Rail Transit (SMART) project (RM3 project #7) to clarify eligibility of the multi-use pathway along SMART right-of-way;

(iii) Modify scope of Highway 101-Marin/Sonoma Narrows (RM3 project #20) to extend the project limits approximately 4.5 miles from Petaluma Blvd. South to Petaluma Blvd. North in Petaluma and approximately three (3) miles from Atherton Ave. to State Route 37 in Novato; and

(iv) Add the Metropolitan Transportation Commission (MTC) as a joint project sponsor to State Route 37 Improvements (RM3 project #23).

Action: Commission Approval

Presenter: Kenneth Kao

Upon the motion by Vice Chair Papan and seconded by Commissioner Abe-Koga, the Committee unanimously approved the referral of MTC Resolution No. 4621 to the Commission for approval. The motion carried by the following vote:

Aye: 6 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Glover, Vice Chair Papan, Commissioner Pedroza and Commissioner Ronen

Absent: 3 - Commissioner Fleming, Commissioner Miley and Commissioner Thao

4. Public Comment / Other Business

5. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on February 14, 2024, at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0125 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 2/14/2024 **In control:** Programming and Allocations Committee
On agenda: **Final action:**
Title: Transit Performance Initiative - Investment Program Semi-Annual Update.
Sponsors:
Indexes:
Code sections:
Attachments: [2b 24-0125 Summary Sheet TPI Investment Update.pdf](#)
[2b 24-0125 Attachment A TPI Investment Semi-Annual Update.pdf](#)
[2b 24-0125 Appendix I Project List TPI Investment Semi-Annual Update.pdf](#)

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

Subject:
Transit Performance Initiative - Investment Program Semi-Annual Update.

Presenter:
Anne Spevack

Recommended Action:
Informational

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 14, 2024

Agenda Item 2b – 24-0125

Transit Performance Initiative – Investment Program Semi-Annual Update

Subject:

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

Background:

The TPI Investment program funds low-cost capital investments that can be implemented rapidly to improve operations and customer experience on major transit corridors and systems. Since 2012, \$125 million has been programmed to 44 capital and planning projects, and 23 of these have been completed or are substantially completed.

The TPI program has been funded through a combination of One Bay Area Grant (OBAG) federal funds from the OBAG 1 and OBAG 2 programs and from state Low Carbon Transit Operations Program (LCTOP). Five rounds of the TPI program, including the majority of the February 2023 awards, were funded by OBAG funds. In May 2016, the Commission committed one-third of the region's annual population-based LCTOP funds to augment the TPI program, subject to the region's Cap and Trade Framework in MTC Resolution No. 4130, Revised. Five cycles of LCTOP funds have been programmed by MTC, totaling \$26.8 million from FY 2017-18 to FY 2022-23.

In February 2023, the Commission awarded approximately \$21 million to seven capital and five planning projects. This round of TPI funding, comprised of LCTOP and OBAG 2 funds, advanced the Transit Priority goal of the Blue Ribbon Transit Recovery Task Force. This is the first reporting period for these projects.

Project Status Updates:

Many ongoing projects have experienced delays in recent years due to COVID-19, supply chain issues, and the operations funding crisis. Most projects that were suspended or delayed have begun to move forward again with completion dates pushed back by a year or more. Some project schedules remain uncertain.

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

TPI Program Look Ahead:

Staff anticipates bringing recommendations for the next round of TPI funding through the LCTOP program to the Commission in the next few months. Based on the 2023 Cap and Trade auction proceeds, we anticipate approximately \$6.9 million to be available to MTC to distribute to TPI-eligible projects. We anticipate coordinating with the Regional Network Management transit priority efforts to identify eligible projects.

Issues:

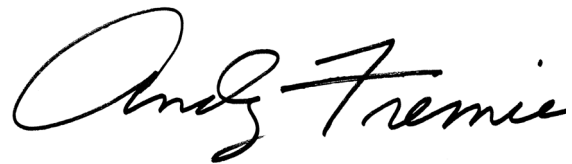
None

Recommendation:

Information

Attachments:

- Attachment A: TPI Investment Program Semi-Annual Update
 - Appendix I: Transit Performance Initiative Investment Program Projects by Round



Andrew B. Fremier

Transit Performance Initiative Investment Program Semi-Annual Update

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

Program Summary

The TPI program has been funded through a combination of One Bay Area Grant (OBAG) federal funds from the OBAG 1 and OBAG 2 programs and state funds from the Low Carbon Transit Operations Program (LCTOP). Five rounds of the TPI program, including the majority of the February 2023 awards, were funded by OBAG funds. In May 2016, the Commission committed one-third of the region's annual population-based LCTOP funds to augment the TPI program, subject to the region's Cap and Trade Framework in MTC Resolution No. 4130, Revised. Six cycles of LCTOP funds have been programmed by MTC, totaling \$26.8 million from FY 2017-18 to FY 2022-23.

Overall, since 2012, \$125 million has been programmed to 44 projects, and 23 have been completed or are substantially completed.

Completed projects have benefitted transit service and helped agencies build up tools and experience for getting transit out of traffic. Ongoing projects from STP/CMAQ rounds 1-4 are in or entering construction, and LCTOP projects are either in design or under construction. COVID-19 and supply-chain issues caused delays on many projects. Overall, projects are moving forward again, including nine projects that were completed or substantially completed in 2023.

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

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

Ongoing Projects

Below is a list of ongoing TPI-funded projects by operator covered in this report. Recently completed projects are highlighted in bold. The full list of TPI projects by round and by operator, including completed projects, is attached to this report as Appendix I.

Projects awarded from the FY 2022-23 TPI call for projects are newly added to this list, in italics. These projects are either funded by OBAG 2 funds or FY2022-23 LCTOP funds. OBAG 2- funded projects are still awaiting finalization of the grant funding with FTA or FHWA. LCTOP funds were disbursed late in 2023. Because of the delayed availability of these funds, these projects did not start during the reporting period and are not included in Individual Project Updates below.

| |
|---|
| AC Transit |
| <ul style="list-style-type: none"> • San Pablo and Telegraph Rapid Bus Upgrades Project • Dumbarton Innovative Deployments to Enhance Arterials (IDEA) (Substantially completed) • Bay Bridge Forward – West Grand TSP • Quick Build Transit Lanes • Mission Boulevard TSP • <i>MacDonald Avenue Transit Signal Priority Project Phase 1</i> • <i>Foothill Corridor Planning Study</i> |
| SFMTA |
| <ul style="list-style-type: none"> • Mission Customer First • N-Judah Customer First (Substantially completed) • Colored Lanes on MTA Rapid Network • Geary BRT Phase 1 (Substantially completed) • 27-Bryant Tenderloin Transit Reliability Project • 5-Fulton Arguello to 25th Ave Muni Forward • 29-Sunset Muni Forward Phase 1 • <i>Next Generation Transit Lane and Bus Zone Enforcement Pilot Program</i> • <i>29-Sunset Improvement Project Phase 2</i> • <i>Third Street Dynamic Traffic Signal Optimization Project</i> • <i>Muni Forward Five-Minute Network Corridor Planning Program</i> |
| VTA |
| <ul style="list-style-type: none"> • Light Rail Transit Signal Priority Improvements • Stevens Creek Ltd 323 TSP • Eastridge to BART Regional Connector • <i>Transit Reliability Improvement and Performance System (TRIPS)</i> • <i>Monterey Road Transit Lane Project</i> |
| Other |
| <ul style="list-style-type: none"> • SamTrans – Traffic Signal Priority on El Camino Real (Expanded Scope) • Novato — Downtown SMART Station • Santa Rosa CityBus — New Transit System Optimization • NVTA — Imola Ave and SR-29 Express Bus Improvements • Solano Transportation Authority – Solano Express Bus Stop Improvements • TAM/Marin Transit – <i>Marin County Hwy 101 Part Time Transit Lane</i> • NVTA – <i>Napa Valley Transit Safety and Efficiency Improvements</i> • SamTrans – <i>El Camino Real Mid-County Transit and Multimodal Corridor Plan</i> • CCTA/County Connection – <i>Transit Corridors Study</i> |

Individual Project Updates

Round 1

VTA

- Light Rail TSP
 - In-vehicle installations are completed
 - Intersection installations expected to start in 2024 and take a year or less to complete
- Stevens Creek – Limited 323 TSP
 - Original scope complete
 - Savings directed towards additional TSP Central Monitoring System – engineering is complete, procurement is pending

Muni

- 14-Mission
 - Installation of info panels and stop branding is complete
 - Vehicle installations not moving forward with TPI funds, may be addressed in the future
 - Project is complete
- N-Judah
 - TSP, lane colorization, camera elements complete
 - Stop branding design is complete; installation is anticipated in the coming year

Round 2

Muni

Geary Rapid Project Phase 1

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

Colored Lanes on Rapid Network

- Fremont St, Clay St, Stockton St, Fourth St, additional lanes near Transbay Terminal, First St, and Mission St are completed
- Additional colorization on Geary Blvd and procurement of materials to colorize portions of 16th St is complete

Round 3

MTC/AC Transit

Bay Bridge Forward

- West Grand TSP
 - TSP installation completed in 2023
- Other Bay Bridge Forward elements funded under this award complete

AC Transit

AC Transit San Pablo/Telegraph

- Telegraph Avenue

- Construction contract awarded and scheduled to begin early 2024; additional funding for project committed through RM3
- San Pablo Avenue
 - Construction completed and closed out

SamTrans

Traffic Signal Priority on El Camino Real

- Original scope complete
- Awaiting FTA approval to use savings to expand TSP equipment to the remainder of the bus fleet (approved by MTC staff in 2022)

Round 4

City of Novato/SMART

Novato Downtown SMART Station

- Phase 2 (signaling, systems, station amenities)
 - Construction complete, commuter train service commenced in January 2020
- Phase 3 (former Depot site improvements)
 - Additional funding and agreement with developer/operator needed to complete improvements

NVTA

NVTA Imola Ave and SR-29 Express Bus Improvements

- Project also received FY 20 LCTOP funds
- Construction complete



Photos: NVTA Imola Ave Park and Ride and Express Bus Stop

Santa Rosa CityBus

Santa Rosa CityBus New Transit System Optimization

- All TPI-funded components complete

Solano Transportation Authority

Solano Express Fairgrounds Drive/SR-37 Bus Stop and West Texas Bus Stop

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

LCTOP Projects – FY18 through FY22

SFMTA

27-Bryant Tenderloin Transit Reliability

- Scope: transit bulbs, pedestrian bulbs, ADA-compliant curb ramps
- Construction was completed in May 2023

5-Fulton Arguello to 25th Ave Muni Forward

- Scope Transit bulb and signal upgrades
- Preliminary signal modifications are complete
- Design is nearly complete

29-Sunset Muni Forward Phase 1

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

Tri Delta Transit

Wi-Fi for Bus and Paratransit Rider Connectivity

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

VTA

Eastridge to BART Regional Connector

- Current TPI funding for this project includes:
 - Reprogrammed FY 18 LCTOP funds
 - Replacement project for the LCTOP-funded FY 2019 ZEB project (which is not TPI eligible)
 - FY21 LCTOP funds
- Commission also made \$130M RM3 construction allocation
- At the January 17th, 2024 VTA Eastridge to BART Policy Advisory Committee meeting, staff presented an update noting the apparent low bidder submitted a \$437M proposal, \$121.6 million over the Engineer's Estimate. The update noted that VTA staff was seeking funding to close the gap.

AC Transit

Dumbarton IDEA

- Scope includes extending AC Transit's TSP network across the Dumbarton/SR-84 corridor and installing queue jump lanes and bus stop enhancements
- Construction and implementation 95% complete
- Project evaluation to be completed by mid-2024

Quick Build Transit Lanes

- 95% design completed, invitation for bid construction (combined for all three quick builds) procurement underway.

- Design complete and approved by all 4 agencies
- Construction contractor procurement initiated
- Project expected completed in 2026

Look Ahead

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

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

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

Background and Context

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

Initial Programming of each TPI round:

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

Major Reprogramming Actions:

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

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

1st Round (Approved May 2012)

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

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

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

2nd Round (Approved September 2014)

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

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

3rd Round (Approved January 2017)

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

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

4th Round - North Bay (Approved July 2017)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

| | |
|--------------------------------|----------------|
| TPI Program Grand Total | \$125.2 |
|--------------------------------|----------------|



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

| | | | | | |
|----------------------|--|----------------------|---|---------------------------------------|--|
| File #: | 24-0135 | Version: | 1 | Name: | |
| Type: | Report | Status: | | Consent | |
| File created: | 1/4/2024 | In control: | | Programming and Allocations Committee | |
| On agenda: | 2/14/2024 | Final action: | | | |
| Title: | MTC Resolution Nos. 4570, 4571, 4572, and 4626, Revised. Allocation of \$212 million in FY2023-24 Transportation Development Act, State Transit Assistance, Regional Measure 2, and AB1107 funds to the City of Fairfield, the San Francisco Municipal Transportation Agency and MTC to support transit operations and capital projects in the region. | | | | |

Sponsors:

Indexes:

Code sections:

Attachments: [2c 24-0135 Summary Sheet TDA STA RM2 AB1107.pdf](#)
[2c 24-0135 MTC Resolution No 4570 Revised.pdf](#)
[2c 24-0135 MTC Resolution No 4571 Revised.pdf](#)
[2c 24-0135 MTC Resolution No 4572 Revised.pdf](#)
[2c 24-0135 MTC Resolution No 4573 Revised.pdf](#)

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

Subject:

MTC Resolution Nos. 4570, 4571, 4572, and 4626, Revised. Allocation of \$212 million in FY2023-24 Transportation Development Act, State Transit Assistance, Regional Measure 2, and AB1107 funds to the City of Fairfield, the San Francisco Municipal Transportation Agency and MTC to support transit operations and capital projects in the region.

Presenter:

Luis Garcia

Recommended Action:

Commission Approval

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 14, 2024

Agenda Item 2c - 24-0135

MTC Resolution Nos. 4570, 4571, 4572 and 4573, Revised.

Subject:

Allocation of \$212 million in FY2023-24 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2, and AB1107 funds to the City of Fairfield (FAST), the San Francisco Municipal Transportation Agency (SFMTA) 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.

Three entities are requesting TDA, STA, RM2, and AB1107 allocations that exceed the \$1 million Delegated Authority limit. Allocation requests that are less than \$1 million are approved separately through the Executive Director's Delegated Authority process.

The proposed allocation amount is based on the programming levels identified in the FY2023-24 Fund Estimate (MTC Resolution 4556), and the FY2023-24 RM2 Operating Program (MTC Resolution 4569). The proposed allocations are summarized in the following table:

Allocation Amounts by Entity¹ (amounts in millions)

| Entity | TDA (Res. 4570) | STA (Res. 4571) | RM2 (Res. 4572) | AB1107 (Res. 4573) | Grand Total |
|---------------|----------------------------|----------------------------|----------------------------|-------------------------------|------------------------|
| FAST | \$2.0 | | | | \$2.0 |
| SFMTA | \$52.4 | \$100.3 | \$2.0 | \$52.0 | \$206.7 |
| MTC | | \$3.0 | | | \$3.0 |
| Total | \$54.4 | \$103.3 | \$2.0 | \$52.0 | \$211.7 |

Note that amounts may not sum due to rounding

Issues:

Additional details on SFMTA's budget and operating highlights can be found in Attachment A – Transit Operator Budget Summary. As one of the operators poised to receive Senate Bill (SB) 125 emergency transit operating funds, SFMTA will be required to meet several related Regional Accountability Measures such as a report on fare collection procedures and opportunities, including any findings associated with experimental fare products.

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.

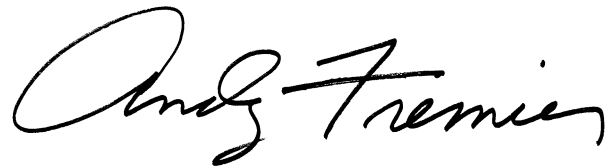
Additional information on the Regional Accountability Measures associated with SB125 is provided under Item 4a of today's agenda.

Recommendations:

Refer MTC Resolution Nos. 4570, Revised, 4571, Revised, 4572, Revised, and 4573, Revised to the Commission for approval.

Attachments:

- Attachment A –Transit Operator Budget Summary
- MTC Resolution Nos. 4570, 4571, 4572, and 4573, Revised

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

Andrew B. Fremier

Attachment A – Transit Operator Budget Summary

San Francisco Municipal Transportation Agency (SFMTA)

| | |
|--|----------------|
| Adopted Operating Budget | \$1.13 billion |
| FY2022-23 Operating Budget | \$1.01 billion |
| Increase in Budget Compared to FY2022-23 | 12% |
| Projected Ridership (Estimated FY2023-24 as a Percentage of FY 2018-19 actual) | 75% |
| Total Proposed FY2023-24 Operating Allocation ¹ | \$206 million |
| Proportion of Operating Budget Funded with Allocations | 18% |

Budget and Operating Highlights

The San Francisco Municipal Transportation Agency (SFMTA) provides transit service to the City and County of San Francisco using five different modes: motorcoach, trolley coach, light rail, cable car, and historic streetcar. Serving a mostly urban market within the city’s 49 miles squared land area, its service area has remained consistent and includes several lines of service to the northern reaches of its neighboring county of San Mateo.

SFMTA shows promising signs of ridership recovery. In the month of September 2023, the operator saw its highest ridership month since the beginning of the pandemic with reported averages of 478,000 weekday passenger trips, 360,000 Saturday trips, and 340,000 Sunday trips. SFMTA continues to utilize short-term experimental fare instruments that aim to not only encourage ridership but respond to the changing usage patterns such as the 10-Trip Pass, and Monthly “Fare Cap” on single ride trips in a calendar month, and the extension of the “Free Muni for all Youth under 19” pilot program into FY 2023-24.

SFMTA’s Board of Directors approved a five-year capital improvement program covering the five-year period from FY2022-23 to FY2026-2027 on April 19, 2022, which totaled \$2.6 billion for 178 projects within 10 capital program areas. Additionally, as part of the ongoing recovery

and in addition to feedback received, SFMTA's Board continued the suspension of the Automatic Indexing Implementation Plan through FY2023-24.

SFMTA's operating budget shows little change from FY2022-2023. Notable increases in fringe benefits and general administration are indicative of a scaled increase of service to pre-pandemic levels.

Date: June 28, 2023
W.I.: 1514
Referred by: PAC
Revised: 07/26/23-C 01/24/24-C
09/27/23-C 02/28/24-C
10/25/23-C
11/15/23-C

ABSTRACT

Resolution No. 4570, Revised

This resolution approves the allocation of fiscal year 2023-2024 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to Alameda-Contra Costa Transit District (AC Transit), Central Contra Costa Transit Authority (CCCTA), Livermore Amador Valley Transit Authority (LAVTA), Napa Valley Transportation Authority (NVTa), and Santa Clara Valley Transportation Authority (VTA).

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

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

Attachment A was revised on October 25, 2023 to allocate funds to Western Contra Costa County Transit Authority (WestCAT).

Attachment A was revised on November 22, 2023 to allocate funds to the City of Vacaville.

Attachment A was revised on January 24, 2024 to allocate funds to the City of Fairfield.

Attachment A was revised on February 28, 2024 to allocate funds to the City of Fairfield and the San Francisco Municipal Transportation Agency.

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, November 8, 2023, January 10, 2024, and February 14, 2024.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4570

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

Date: June 28, 2023
Referred by: PAC
Revised: 07/26/23-C 09/27/23-C
10/25/23-C 11/15/23-C
01/24/24-C 02/28/24-C

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

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

| Claimant | Project Description | Allocation Amount | Alloc. Code | Approval Date | Apportionment Area | Note |
|---|------------------------|----------------------|----------------|------------------|---------------------------------|------|
| 5801 - PUC 99233.7, 99275 Community Transit Service - Operations | | | | | | |
| AC Transit | Paratransit Operations | 5,450,068 | 01 | 06/28/23 | AC Transit - Alameda | |
| CCCTA | Paratransit Operations | 1,161,778 | 02 | 06/28/23 | CCCTA | |
| VTA | Community Transit | 7,001,645 | 03 | 06/28/23 | Santa Clara County | |
| | Subtotal | 13,613,491 | | | | |
| 5802 - PUC 99260A Transit - Operations | | | | | | |
| AC Transit | Transit Operations | 9,371,107 | 04 | 06/28/23 | AC Transit - Contra Costa D1 | |
| AC Transit | Transit Operations | 19,238,420 | 05 | 06/28/23 | AC Transit - Alameda D2 | |
| AC Transit | Transit Operations | 72,905,948 | 06 | 06/28/23 | AC Transit - Alameda D1 | |
| CCCTA | Transit Operations | 20,770,583 | 07 | 06/28/23 | CCCTA | |
| LAVTA | Transit Operations | 8,533,007 | 08 | 06/28/23 | LAVTA | |
| NVTA | Transit Operations | 4,116,200 | 09 | 06/28/23 | NVTA | |
| VTA | Transit Operations | 133,031,253 | 10 | 06/28/23 | VTA | |
| Santa Rosa Sonoma County | Transit Operations | 4,980,094 | 16 | 07/26/23 | Santa Rosa | |
| Transit | Transit Operations | 6,698,880 | 17 | 07/26/23 | Sonoma County | |
| SolTrans | Transit Operations | 4,847,471 | 21 | 09/27/23 | Vallejo/Benicia | |
| ECCTA | Transit Operations | 16,915,273 | 22 | 09/27/23 | ECCTA | |
| Marin Transit | Transit Operations | 7,881,923 | 23 | 09/27/23 | Marin Transit | |
| GGBHTD | Transit Operations | 4,770,059 | 24 | 09/27/23 | GGBHTD - Marin | |
| GGBHTD | Transit Operations | 7,738,737 | 25 | 09/27/23 | GGBHTD - Sonoma | |
| WestCAT | Transit Operations | 4,659,860 | 27 | 10/25/23 | WCCTA | |
| Fairfield | Transit Operations | 4,061,644 | 30 | 01/24/24 | Fairfield | |
| SFMTA | Transit Operations | 47,654,467 | 32 | 02/28/24 | SFMTA | |
| SFMTA | Transit Operations | 4,781,338 | 33 | 02/28/24 | San Francisco County | |
| | Subtotal | 382,956,264 | | | | |

5803 - PUC 99260A Transit - Capital

| | | | | | |
|-----------------|-----------------|-------------------|----|----------|-----------------|
| CCCTA | Transit Capital | 7,633,286 | 11 | 06/28/23 | CCCTA |
| LAVTA | Transit Capital | 3,000,000 | 12 | 06/28/23 | LAVTA |
| NVTA | Transit Capital | 2,000,000 | 13 | 06/28/23 | NVTA |
| Santa Rosa | Transit Capital | 2,500,000 | 18 | 07/26/23 | Santa Rosa |
| Sonoma County | | | | | |
| Transit | Transit Capital | 2,177,318 | 19 | 07/26/23 | Sonoma County |
| SolTrans | Transit Capital | 4,780,360 | 26 | 09/27/23 | Vallejo/Benicia |
| Fairfield | Transit Capital | 2,000,000 | 34 | 02/28/24 | Fairfield |
| Subtotal | | 24,090,964 | | | |

5807 - PUC 99400C Transit - Operations

| | | | | | |
|-----------------|--------------------|------------------|----|----------|---------------|
| NVTA | Transit Operations | 1,022,200 | 14 | 06/28/23 | NVTA |
| Sonoma County | | | | | |
| Transit | Transit Operations | 2,498,322 | 20 | 07/26/23 | Sonoma County |
| Vacaville | Transit Operations | 2,533,357 | 28 | 11/15/23 | Vacaville |
| Fairfield | Transit Operations | 3,661,421 | 31 | 01/24/24 | Fairfield |
| Subtotal | | 9,715,300 | | | |

5808 - PUC 99400C Transit - Capital

| | | | | | |
|-----------------|-----------------|------------------|----|----------|-----------|
| Vacaville | Transit Capital | 6,610,000 | 29 | 11/15/23 | Vacaville |
| Subtotal | | 6,610,000 | | | |

5812 - PUC 99400D Planning and Administration - Operations

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

Total 440,021,519

Date: June 28, 2023
Referred by: PAC

Attachment B
Resolution No. 4570
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2023-24
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which Transportation Development Act funds are allocated under this resolution.

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California. Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5) as attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant is exempt from applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised) as provided by PUC § 99268.9; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.
6. That pursuant to Public Utilities Code § 99233.7 certain funds identified in Attachment A and available for purposes stated in TDA Article 4.5 can be used to better advantage by a claimant for purposes stated in Article 4 in the development of a balanced transportation system.

Transportation Development Act Article 8 Transit Funds

Public Utilities Code §§ 99400(c), 99400(d) and 99400(e)

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised) as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634.

Date: June 28, 2023
W.I.: 1514
Referred by: PAC
Revised: 07/26/23-C 01/24/24-C
09/27/23-C 02/28/24-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.

Attachment A of this resolution was revised on January 24, 2024 to allocate funds to MTC.

Attachment A of this resolution was revised on February 28, 2024 to allocate funds to the San Francisco Municipal Transportation Agency and 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, December 13, 2023, January 10, 2024, and February 14, 2024.

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
01/24/24-C 02/28/24-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 | 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 P | 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 | |
| MTC | Clipper START Administration | 3,000,000 | 27 | 02/28/24 | Means-Based Transit Fare Program | |
| | Subtotal | 10,700,000 | | | | |

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 |
| MTC | TAP Implementation | 29,057,637 | 24 | 01/24/24 | BART |
| MTC | TAP Implementation | 3,341,929 | 25 | 01/24/24 | GGBHTD |
| MTC | TAP Implementation | 10,534,333 | 26 | 01/24/24 | SFMTA |
| SFMTA | Transit Operations | 94,112,382 | 28 | 02/28/24 | SFMTA |
| Subtotal | | 235,524,578 | | | |

5821 - CCR 6730B Capital - 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 | Paratransit Operations | 1,173,949 | 12 | 07/26/23 | Sonoma County |
| Transit | Paratransit Operations | 1,173,949 | 12 | 07/26/23 | Transit |
| SFMTA | Paratransit Operations | 6,198,421 | 29 | 02/28/24 | SFMTA |
| Subtotal | | 10,582,297 | | | |

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 325,448,956

ALLOCATION OF FISCAL YEAR 2023-24 STATE TRANSIT ASSISTANCE FUNDS
TO CLAIMANTS IN THE MTC REGION

FINDINGS

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

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for STA funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and
5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and
6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and

7. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code (“Pull Notice Program”), as required by PUC § 99251; and
8. That each claimant is in compliance with MTC’s Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.

Date: June 28, 2023
W.I.: 1255
Referred by: PAC
Revised: 07/26/23-C
09/27/23-C
02/28/24-C

ABSTRACT

Resolution No. 4572, Revised

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2023-24.

This resolution allocates funds to Alameda-Contra Costa Transit District (AC Transit) and the Metropolitan Transportation Commission (MTC).

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

Attachment A was revised on September 27, 2023 to allocate funds to Golden Gate Bridge, Highway, and Transportation District.

Attachment A was revised on February 28, 2024 to allocate funds to the San Francisco Municipal Transportation Agency.

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2023, July 12, 2023, September 13, 2023, and February 14, 2024.

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

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2023-24

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4572

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

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

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

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

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

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636, Revised); and

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding, project specific conditions, and amounts recommended for RM2 allocation by MTC staff; and

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

RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the project sponsor complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set for in length in MTC Resolution 3636, Revised; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment A; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

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

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

| Claimant | Project Description | Allocation Amount | Allocation Code | Approval Date | Project Number |
|-------------------|-----------------------------|-------------------|-----------------|---------------|----------------|
| MTC | Clipper | \$ 1,623,105 | 01 | 06/28/23 | 12 |
| AC Transit | Express Bus Service | \$ 4,371,096 | 02 | 06/28/23 | 4 |
| AC Transit | Dumbarton Bus | \$ 3,007,085 | 03 | 06/28/23 | 5 |
| AC Transit | Owl Bus Service | \$ 1,214,095 | 04 | 06/28/23 | 7 |
| AC Transit | Enhanced/Rapid Bus Service | \$ 2,434,658 | 05 | 06/28/23 | 9 |
| TJPA ¹ | Transbay Transit Center | \$ 2,434,658 | 06 | 07/26/23 | 13 |
| WETA | Planning and Administration | \$ 2,434,658 | 07 | 07/26/23 | 11 |
| WETA | Ferry Operations | \$ 12,416,754 | 08 | 07/26/23 | 6 |
| SolTrans | Express Bus Service | \$ 2,149,916 | 09 | 07/26/23 | 3 |
| GGBHTD | Route 40 | \$ 2,001,562 | 10 | 09/27/23 | 1 |
| SFMTA | Metro 3rd Street Extension | \$ 2,028,881 | 11 | 02/28/24 | 8 |
| Total | | \$ 36,116,468 | | | |

Notes

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

Date: June 28, 2023
WI: 1514
Referred by: PAC
Revised: 02/28/24-C

ABSTRACT

Resolution No. 4573

This resolution approves the allocation of fiscal year 2023-24 AB 1107 half-cent sales tax funds to AC Transit.

Attachment A of this resolution was revised on February 28, 2024 to allocate funds to the San Francisco Municipal Transportation Agency.

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

Date: June 28, 2023
Referred by: PAC

Re: Allocation of Fiscal Year 2023-24 “AB 1107” Half-Cent Sales Tax Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4573

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

WHEREAS, Public Utilities Code Section 29142.2(b) provides that, after deductions for certain administrative expenses, twenty-five percent (25%) of the proceeds from the one-half cent transactions and use tax collected within the San Francisco Bay Area Rapid Transit District (hereinafter referred as “AB 1107” funds), shall, on the basis of regional priorities established by MTC, be allocated by MTC to the City and County of San Francisco for the San Francisco Municipal Transportation Agency (“SFMTA”) and to the Alameda-Contra Costa Transit District (“AC Transit”), for transit services; and

WHEREAS, SFMTA and/or AC Transit has submitted a request for the allocation of fiscal year 2023-24 AB 1107 funds for transit service projects and purposes in accordance with the regional priorities established by MTC; and

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

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

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists findings pertaining to the allocations made under this resolution to SFMTA and/or AC Transit, as the case may be; and

WHEREAS, SFMTA and/or AC Transit has certified that its projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that the projects and purposes as listed and recorded in Attachment A are in conformance with MTC's Regional Transportation Plan; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2023-24 funds under this resolution to SFMTA and/or AC Transit, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A.

RESOLVED, that all AB1107 allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

Date: June 28, 2023
Referred by: PAC
Revised: 02/28/2024-C

Attachment A
MTC Resolution No. 4573
Page 1 of 1

ALLOCATION OF AB 1107 FUNDS
DURING FISCAL YEAR 2023-24

All AB 1107 allocations are subject to continued compliance with MTC Resolution 3866,
the Transit Coordination Implementation Plan.

| Claimant | Project Description | Fare Ratio Plus Local Support Percentage | | Allocation Amount | Alloc. Code | Approval Date |
|---------------|------------------------|---|----------|---|----------------|------------------|
| | | FY 21-22 | FY 23-24 | | | |
| AC Transit | Transit Operations | 50% | 71% | 50% of deposits to MTC's AB 1107 account. | 01 | 06/28/23 |
| SFMTA | Transit Operations | 49% | 55% | 50% of deposits to MTC's AB 1107 account. | 02 | 02/28/24 |

Date: June 28, 2023
Referred by: PAC

Attachment B
Resolution No. 4573
Page 1 of 1

ALLOCATION OF FISCAL YEAR 2023-24
AB 1107 FUNDS

FINDINGS

The following findings pertain to the allocation of funds under this resolution to AC Transit and/or SFMTA, as the case may be.

| <i>Statutory Requirement</i> | <i>AC Transit</i> |
|---|--------------------------|
| 1. In accordance with Public Utilities Code §29142.4(a), the operator is a participating member of the Clipper Executive Board and the Bay Area Partnership Board, established by MTC and which serve the function of a regional transit coordinating council. | <i>YES</i> |
| 2. In accordance with Public Utilities Code §29142(c), the operator has complied with the transit system standards established by MTC pursuant to Government Code §66517.5. | <i>YES</i> |
| 3. In accordance with Public Utilities Code § 29142.5, MTC may consider local support revenues in excess of the operator's base amount as fare revenues, as long as by doing so it will enable the operator to maintain or improve vital transit service within a coordinated fare structure. The audited financials submitted by the claimant for FY 2021-22 and included with the proposed FY 2023-24 budget demonstrate a fare ratio of greater than 33 percent when considering other local excess revenue. Local revenue includes fares, advertising, Low Carbon Transit Operations funds, General Fund, local sales tax not including TDA, property tax, local revenue such as parking and traffic fees, bridge tolls, and BART sales tax funds. | <i>YES</i> |
| 4. In accordance with Public Utilities Code § 29142.4, MTC may grant, an operator which was in compliance with the 33 percent farebox requirement prior to that date, a credit not to exceed 5 percent to meet that requirement. | <i>N/A</i> |



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0137 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 1/4/2024 **In control:** Programming and Allocations Committee
On agenda: 2/14/2024 **Final action:**
Title: MTC Resolutions Nos. 3989, 4505 and 4540, Revised. Various revisions to the One Bay Area Grant programs (OBAG 2 and 3), Carbon Reduction Program, and MTC exchange program, including programming \$1 million in OBAG 3 Regional funds to MTC for Adaptive Ramp Metering on State Route 237 in Santa Clara County and changing the fund source for \$16.5 million in OBAG 2 and 3 projects from STP/CMAQ to CRP to facilitate timely CRP program delivery.

Sponsors:

Indexes:

Code sections:

Attachments: [2d 24-0137 Summary Sheet Memo OBAG CRP Exchange.pdf](#)
[2d 24-0137 MTC Resolution No 3989 Revised.pdf](#)
[2d 24-0137 MTC Resolution No 4202 Revised.pdf](#)
[2d 24-0137 MTC Resolution No 4505 Revised.pdf](#)
[2d 24-0137 MTC Resolution No 4540 Revised.pdf](#)

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

Subject:

MTC Resolutions Nos. 3989, 4505 and 4540, Revised. Various revisions to the One Bay Area Grant programs (OBAG 2 and 3), Carbon Reduction Program, and MTC exchange program, including programming \$1 million in OBAG 3 Regional funds to MTC for Adaptive Ramp Metering on State Route 237 in Santa Clara County and changing the fund source for \$16.5 million in OBAG 2 and 3 projects from STP/CMAQ to CRP to facilitate timely CRP program delivery.

Presenter:

Thomas Arndt

Recommended Action:

Commission Approval

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 14, 2024

Agenda Item 2d - 24-0137

MTC Resolution Nos. 3989, 4202, 4505, and 4540, Revised

Subject:

Various revisions to the One Bay Area Grant programs (OBAG 2 and 3), Carbon Reduction Program (CRP), and MTC exchange program, including programming \$1 million in OBAG 3 Regional funds to MTC for Adaptive Ramp Metering on State Route 237 in Santa Clara County and changing the fund source for \$16.5 million in OBAG 2 and 3 projects from STP/CMAQ to CRP to facilitate timely CRP program delivery.

Background:

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

OBAG 3 (MTC Resolution No. 4505, Revised)

Staff recommend programming \$1 million of the \$4 million in OBAG 3 Regional Program funds previously set aside by the Commission for Adaptive Ramp Metering to MTC for Adaptive Ramp Metering on State Route 237 in Santa Clara County. The project will upgrade the existing ramp meters into a corridor-wide adaptive system that is anticipated to reduce congestion and improve travel times, particularly for transit and high-occupancy vehicles utilizing dedicated bypass lanes at metered ramps. Staff expect to return to the Commission to recommend

additional programming for the remaining OBAG 3 Adaptive Ramp Metering funds in early 2025.

Staff also recommend reflecting the \$8.5 million PCA Call for Projects Phase I (approved by the Joint Planning Committee in December 2023) as part of the \$16.5 million in OBAG 3 Regional Program funds previously set aside by the Commission for the Priority Conservation Area (PCA) Grant Program. Staff plan to return to the Planning Committee and Commission with recommended PCA Phase I project awards this summer. Staff will recommend a Phase II call for projects for the remaining \$8 million OBAG 3 PCA balance after the PCA framework refresh study is completed, anticipated later this year.

Carbon Reduction Program (CRP) (MTC Resolution No. 4540, Revised)

The federal CRP program is a new Federal Highway Administration (FHWA) program created in 2021 through the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL). Since authorization of the program, FHWA, Caltrans, and MTC have developed policies and procedures for administering this new fund source on federal, state, and regional levels, respectively. The Commission adopted MTC's CRP framework in October 2022 via MTC Resolution No. 4540, and project selection and programming are well underway: \$10.1 million in Mobility Hubs projects was approved in June 2023, and an additional \$10 million in Transit Station Public Charging projects is recommended for programming with this item.

Importantly, the initial obligation deadline for the first year of CRP apportionment (FY 2021-22) is approaching, in September 2025. To ensure that MTC's regional CRP apportionment can be obligated at least a year in advance of the federal deadline, staff recommend that the Commission proactively direct inaugural CRP funds towards projects that can deliver this fiscal year.

Specifically, staff recommend revising the fund source for the \$9.3 million in OBAG 2 currently programmed to Alameda County's Meekland Ave Corridor Improvement, Phase II from STP/CMAQ to CRP funds. To complete this fund source change, staff recommend reprogramming \$9.3 million in CRP funds currently committed to the Mobility Hubs program with the same amount in STP/CMAQ funds through the OBAG 3 Regional Program (see Table 1, below).

Table 1: Proposed CRP and STP/CMAQ Fund Source Changes

| Project | Current CRP \$ millions | Current STP/CMAQ \$ millions | Proposed CRP \$ millions | Proposed STP/CMAQ \$ millions |
|------------------------------------|--|---|---|--|
| Alameda County's Meekland Ave | - | 9.3 | 9.3 | - |
| Mobility Hubs Unprogrammed Balance | 19.9 | 0.3 | 10.6 | 9.6 |
| Totals | 19.9 | 9.6 | 19.9 | 9.6 |

In addition, to reflect recent project award actions taken by the Commission and MTC/ABAG Committees, staff recommend the following CRP Program revisions:

- As approved by the Joint MTC Planning and ABAG Administrative Committee in January of this year, program \$10 million in CRP Electric Vehicles and Infrastructure funds previously set aside by the Commission for the Transit Station Public Charging Program to three projects, as follows:
 - \$5.9 million to the Bay Area Rapid Transit District (BART) for Electric Vehicle Charging at BART Stations,
 - \$3.8 million to the Water Emergency Transportation Authority (WETA) for Richmond Ferry Terminal Charging Infrastructure, and
 - \$350,000 to Suisun City for Electric Vehicle Charging Station Installation.
- Further define the remaining \$20 million in CRP Electric Vehicles and Infrastructure funds for Charging Infrastructure: Regional Technical Assistance Program, to reflect the Transportation Electrification investment framework categories approved by the Joint Planning Committee in April 2023.

OBAG 2 (MTC Resolution No. 4202, Revised)

Staff recommend deprogramming \$387,600 in OBAG 2 Mobility Hubs Pilot Program funds from San Ramon's Bishop Ranch Business Park project. The City of San Ramon will not be moving forward with this project and has relinquished the grant. Staff will return to the Commission to recommend reprogramming of the relinquished OBAG 2 Mobility Hubs Pilot Program funds as part of a future item.

MTC Exchange Program (MTC Resolution No. 3989, Revised)

Finally, staff recommend adding the Sonoma County Transportation Authority (SCTA) as a co-sponsor for the City of Rohnert Park's Highway 101 Bicycle/Pedestrian Overcrossing at

Copeland Creek, which was awarded \$40,000 in MTC exchange program funds through the Active Transportation Technical Assistance Program in December 2023. This revision was requested by the City and SCTA and would allow the agencies to coordinate related efforts and achieve cost efficiencies.

Issues:

None.

Recommendations:

Refer MTC Resolution Nos. 3989, Revised; 4202, Revised; 4505, Revised; and 4540, Revised to the Commission for approval.

Attachments:

- MTC Resolution No. 3989, Revised, with Attachment B
- MTC Resolution No. 4202, Revised, with Attachments B-1 and B-2
- MTC Resolution No. 4505, Revised, with Attachment B-1
- MTC Resolution No. 4540, Revised, with Attachment B



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 02/28/24-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.

ABSTRACT

MTC Resolution No. 3989

Page 3

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

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

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

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

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

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

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

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.

Attachment B was revised on February 28, 2024 to revise the project name for the City of Rohnert Park's Regional Active Transportation Technical Assistance grant for Highway 101 Bicycle/Pedestrian Overcrossing at Copeland Creek to include Sonoma County Transportation Authority (SCTA) as a co-sponsor.

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 and February 14, 2024.

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 | 11/15/2023 | |
| MTC | PCA Grant Implementation | 4505 | 11/15/2023 | \$1,500,000 |
| MTC | Priority Production Area (PPA) Pilot Program | 4505 | +A1 | |
| 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 | El Cerrito: BART to Bay Trail Connector | 4505 | 12/20/2023 | \$40,000 |
| MTC | El Cerrito: South El Cerrito Safe Routes to School | 4505 | 12/20/2023 | \$40,000 |
| MTC | Mountain View: Evelyn Avenue Bikeway, Franklin to Bernardo | 4505 | 12/20/2023 | \$40,000 |
| MTC | Napa Valley Vine Trail Coalition: NVVT Gap Closure North to S Napa County | 4505 | 12/20/2023 | \$40,000 |
| MTC | Oakland: Doolittle Drive Bay Trail Gap Closure | 4505 | 12/20/2023 | \$40,000 |
| MTC | Orinda: Wilder/Downtown Class 1 Multi-use Path Development Project | 4505 | 12/20/2023 | \$40,000 |
| MTC | Petaluma: Lakeville Corridor Multi-Modal Improvements Study | 4505 | 12/20/2023 | \$40,000 |
| MTC | Pleasant Hill: Monument Boulevard Active Transportation Corridor | 4505 | 12/20/2023 | \$40,000 |
| MTC | SCTA/Rohnert Park: Hwy 101 Bike/Ped Overcrossing at Copeland Creek (Revised) | 4505 | 12/20/2023 | \$40,000 |
| MTC | San Bruno: San Bruno Avenue Complete Streets Project | 4505 | 12/20/2023 | \$40,000 |
| MTC | San Mateo County: Midcoast Multimodal Parallel Trail Gap Closure | 4505 | 12/20/2023 | \$40,000 |
| MTC | Santa Clara: De La Cruz Blvd, Lick Mill Blvd, and Scott Blvd Bike Projects | 4505 | 12/20/2023 | \$40,000 |
| MTC | Union City: UC Blvd. Bay Trail Connect/ Ala Creek Trail to Dry Creek Park | 4505 | 12/20/2023 | \$40,000 |
| MTC | Vallejo: Mare Island Causeway Complete Street | 4505 | 12/20/2023 | \$40,000 |

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\RES-3989_ongoing_MTC_Exchange\[tmp-RES-3989_Attachments_A_B_C_Feb.xlsx]Attach B 2-24

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

On February 28, 2024, Attachments B-1 and B-2 were revised to deprogram \$9,300,000 in OBAG 2 County funds from Alameda County's Meekland Avenue Corridor Improvement, Phase II and deprogram \$387,600 in OBAG 2 Mobility Hubs Pilot Program funds from San Ramon's Bishop Ranch Business Park project.

ABSTRACT

MTC Resolution No. 4202, Revised

Page 17

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, February 12, 2020, May 13, 2020, July 8, 2020, September 9 2020, November 4, 2020, January 13, 2021, February 10, 2021, April 14, 2021, and May 12, 2021; the Planning Committee dated May 14, 2021; the Programming and Allocations Committee dated June 9, 2021, July 14, 2021; and September 8, 2021; the Planning Committee dated September 10, 2021; and the Programming and Allocations Committee dated November 10, 2021, December 8, 2021, January 12, 2022, February 9, 2022; the Operations Committee dated February 11, 2022; the Programming and Allocations Committee dated March 9, 2022, April 13, 2022, May 11, 2022, June 8, 2022, September 14, 2022, October 12, 2022, November 9, 2022, March 8, 2023, April 12, 2023, and May 10, 2023; the Planning Committee dated June 9, 2023; and the Programming and Allocations Committee dated June 14, 2023, July 12, 2023, September 13, 2023; and December 13, 2023 and February 14, 2024.

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
February 2024

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 02/28/24-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
February 2024

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 02/28/24-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 (Removed) | 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 (Revised) | TBD | \$489,360 | |
| 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
February 2024

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 02/28/24-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
February 2024

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 02/28/24-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) | | | |
| Regional Peninsula, Southern and Eastern Counties PCA Grant Program | | | |
| Bay Area GreenPrint: PCA Functionality Imps | MTC/GreenInfo Network | | \$30,000 |
| PCA Grant Implementation | MTC/Coastal Conserv | \$525,000 | \$500,000 |
| Alameda County: Niles Canyon Trail, Phase 1 | Alameda County | | \$321,000 |
| Livermore: Arroyo Road Trail | Livermore | | \$400,000 |
| WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland | WOEIP/Urban Biofilte | | \$300,000 |
| EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park) | EBRPD | | \$1,000,000 |
| JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access | John Muir Land Trust | | \$950,000 |
| SFCTA: Yerba Buena Island Multi-Use Pathway (PE/ENV) | SFCTA | \$1,000,000 | |
| San Francisco: McLaren Park and Neighborhood Connections Plan | SF Recreation and 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 | |
| North Bay PCA Grant Program | | | |
| Marin Co: Wilson Hill Road Rehab. (for Corte Madera: Paradise Dr MUP) | Marin County | \$312,000 | |
| Marin Co: Wilson Hill Road Rehab | Marin County | \$869,000 | |
| Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area Imps.) | Novato | \$104,000 | |
| Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.) | Novato | \$265,000 | |
| SMART Pathway: Great Redwood Trail – Novato | 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 | TBD | \$18,172,000 | \$18,270,000 |
| HIP Rank 2 - Oakland: MTC Project Selection Pending | TBD | \$10,120,000 | |
| HIP Rank 3 - Fremont: MTC Project Selection Pending | TBD | \$4,168,000 | |
| HIP Rank 4 - San Jose: MTC Project Selection Pending | TBD | \$3,716,000 | |
| HIP Rank 5 - Richmond: MTC Project Selection Pending | TBD | \$2,491,000 | |
| HIP Rank 6 - Sunnyvale: MTC Project Selection Pending | TBD | \$1,867,000 | |
| HIP Rank 7 - Mountain View: MTC Project Selection Pending | TBD | \$1,796,000 | |
| HIP Rank 8 - Santa Clara: MTC Project Selection Pending | TBD | \$1,784,000 | |

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
February 2024

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 02/28/24-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 9 - Berkeley: MTC Project Selection Pending | TBD | \$1,611,000 | |
| HIP Rank 10 - American Canyon: MTC Project Selection Pending | TBD | \$1,356,000 | |
| HIP Rank 11 - Redwood City: MTC Project Selection Pending | TBD | \$1,344,000 | |
| HIP Rank 12 - Daly City: MTC Project Selection Pending | TBD | \$1,326,000 | |
| HIP Rank 13 - Santa Rosa: MTC Project Selection Pending | TBD | \$1,314,000 | |
| HIP Rank 14 - San Mateo: MTC Project Selection Pending | TBD | \$975,000 | |
| HIP Rank 15 - Pleasanton: MTC Project Selection Pending | 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 | | | |
| CTA planning & programming | VTA | \$419,000 | |

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
February 2024

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 02/28/24-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 |
| 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 |
| US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange) | SCTA | \$15,400,000 | |

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
February 2024

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 02/28/24-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 |
| 10. REGIONAL STRATEGIC INVESTMENTS (RSI) | | \$164,182,755 | \$45,651,852 |
| OBAG 2 REGIONAL PROGRAMS | TOTAL: | \$696,968,187 | \$132,976,260 |

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4202_ongoing_OBAG2\[tmp-RES-4202_Attachment-B-1_Feb.xlsx]Feb 2024

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

FY 2017-18 through FY 2021-22

February 2024

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 02/28/24-C

OBAG 2 County Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | STP/CMAQ | Other |
|--|-----------------------|----------------------|--------------------|
| OBAG 2 COUNTY PROGRAMS | | \$376,212,000 | |
| 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 (Revised) | 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: | \$67,355,000 | \$9,300,000 |
| 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 | |

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

FY 2017-18 through FY 2021-22

February 2024

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 02/28/24-C

OBAG 2 County Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | STP/CMAQ | Other |
|--|---------------------|----------------------|-------|
| OBAG 2 COUNTY PROGRAMS | | \$376,212,000 | |
| 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 SM | Novato | \$1,450,000 | |
| San Anselmo: Sir Francis Drake Blvd Pavement Rehab and Crossing Imps | San Anselmo | \$1,134,000 | |
| San Rafael: Francisco Blvd East Sidewalk Improvements | San Rafael | \$2,100,000 | |
| Sausalito: US 101/Bridgeway/Gate 6 Bicycle Improvements | Sausalito | \$250,000 | |
| MARIN COUNTY | TOTAL: | \$10,870,000 | |
| NAPA COUNTY | | | |
| CMA Planning Activities | | | |
| Planning Activities Base | NVTA | \$3,822,000 | |
| Federal Aid Secondary (FAS) | | | |
| County of Napa receives FAS funding directly from Caltrans | | | |
| Safe Routes To School (SRTS) | | | |
| NVTA: Napa County SRTS Non-Infrastructure Program | NVTA | \$122,000 | |
| NVTA: Vine Trail Calistoga to St. Helena | NVTA | \$393,000 | |
| County Program | | | |
| NVTA: Vine Transit Bus Maintenance Facility | NVTA | \$2,000,000 | |
| NVTA: Vine Trail Calistoga to St. Helena | NVTA | \$1,813,000 | |

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

FY 2017-18 through FY 2021-22

February 2024

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 02/28/24-C

OBAG 2 County Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | STP/CMAQ | Other |
|--|----------------|----------------------|-------|
| OBAG 2 COUNTY PROGRAMS | | \$376,212,000 | |
| 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 | |
| Hillborough: Various Streets Resurfacing | Hillsborough | \$408,000 | |
| Menlo Park: Santa Cruz and Middle Avenues Rehabilitation | Menlo Park | \$647,000 | |
| Millbrae: Various Streets Pavement Rehabilitation | Millbrae | \$387,000 | |
| Millbrae: Park Blvd, San Anselmo Ave, & Santa Teresa Way Imps. | Millbrae | \$347,000 | |
| Pacifica: Citywide Curb Ramp Replacements | Pacifica | \$400,000 | |
| Pacifica: Various Streets Pavement Rehabilitation | Pacifica | \$671,000 | |
| Pacifica: Palmetto Sidewalk Improvements | Pacifica | \$330,000 | |
| Pacifica: Sharp Park Priority Development Area Pedestrian Imps | Pacifica | \$1,000,000 | |
| Portola Valley: Various Streets Resurfacing | Portola Valley | \$201,000 | |
| Redwood City: Twin Dolphin Parkway Overlay | Redwood City | \$1,266,000 | |
| San Bruno: Huntington Transit Corridor Bicycle/Pedestrian and Related Imps | San Bruno | \$914,000 | |
| San Bruno: Various Streets Pavement Rehabilitation | San Bruno | \$673,000 | |
| San Carlos: Cedar and Brittan Ave Pavement Rehabilitation | San Carlos | \$575,000 | |
| San Carlos: Ped Enhancements Arroyo/Cedar and Hemlock/Orange | San Carlos | \$500,000 | |
| San Mateo: Various Streets Pavement Rehabilitation | San Mateo | \$1,593,000 | |
| San Mateo: Laurie Meadows Ped/Bike Safety Improvements | San Mateo | \$987,000 | |

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

FY 2017-18 through FY 2021-22

February 2024

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 02/28/24-C

OBAG 2 County Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | STP/CMAQ | Other |
|---|---------------------|----------------------|-------|
| OBAG 2 COUNTY PROGRAMS | | \$376,212,000 | |
| 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 | |

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

FY 2017-18 through FY 2021-22

February 2024

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 02/28/24-C

OBAG 2 County Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | STP/CMAQ | Other |
|---|--------------------|----------------------|-------|
| OBAG 2 COUNTY PROGRAMS | | \$376,212,000 | |
| 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 | | | |
| Fairfield: East Tabor Tolenas SR2S Sidewalk Gap Closure | 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: Local Streets Overlay | Vacaville | \$1,193,000 | |
| Vacaville: Bike/Ped Trail Imps at Fruitvale Rd, Briarwood Dr, Arlene Dr | 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 | | | |
| Cotati: E. Cotati Avenue Street Rehabilitation | Cotati | \$675,000 | |

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

FY 2017-18 through FY 2021-22

February 2024

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 02/28/24-C

OBAG 2 County Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | STP/CMAQ | Other |
|--|---------------|----------------------|----------------------------------|
| OBAG 2 COUNTY PROGRAMS | | \$376,212,000 | |
| 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: | \$376,212,000 \$9,300,000 |

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 02/28/24-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 20, 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 \$4,850,000 in Regional and County & Local funds from SFCTA's Yerba Buena Island Multi-

ABSTRACT

MTC Resolution No. 4505, Revised

Page 5

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.

On February 28, 2024, Attachments B-1 and B-2 were revised to add \$9,300,000 in Regional Climate Initiatives funds to the Mobility Hubs Capital Grants unprogrammed balance, reflect the \$8,500,000 in Regional Priority Conservation Area (PCA) Grant Program funds available for the PCA Call for Projects, Phase I, and program \$1,000,000 in Regional Adaptive Ramp Metering funds to MTC for Adaptive Ramp Metering on State Route 237 in Santa Clara County.

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 and February 14, 2024.

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

Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
February 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 02/28/24-C

Do Not Print

OBAG 3 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | STP | CMAQ | Total STP/CMAQ | Total Other |
|--|-------------|----------------------|----------------------|----------------------|---------------------|
| OBAG 3 REGIONAL PROGRAMS | | \$202,700,000 | \$171,500,000 | \$390,250,000 | \$75,400,000 |
| 1. PLANNING AND PROGRAM IMPLEMENTATION | | STP | CMAQ | | |
| Planning and Program Implementation | | | | | |
| Regional Planning Activities | MTC | \$8,300,000 | | \$8,300,000 | |
| Program and Project Implementation | MTC | \$37,200,000 | | \$37,200,000 | |
| Program and Project Implementation - Transit Transformation | MTC | \$4,000,000 | | \$4,000,000 | |
| 1. PLANNING AND PROGRAM IMPLEMENTATION | | \$49,500,000 | | \$49,500,000 | |
| 2. GROWTH FRAMEWORK IMPLEMENTATION | | STP | CMAQ | | |
| Growth Framework Implementation | | | | | |
| PDA Planning and Technical Assistance Grants | | | | | |
| PDA Planning and Technical Assistance Grants - Balance | MTC | \$8,000,000 | | \$8,000,000 | |
| Alameda County: San Lorenzo Village Specific Plan | MTC | \$600,000 | | \$600,000 | |
| Benicia: Eastern Gateway Infrastructure Master Plan | MTC | \$312,000 | | \$312,000 | |
| Campbell: Hamilton Avenue Precise Plan | MTC | \$400,000 | | \$400,000 | |
| Cotati: Santero Way Specific Plan Update | MTC | \$415,000 | | \$415,000 | |
| Fairfield/STA: Solano Rail Hub Residential Cluster | MTC | \$200,000 | | \$200,000 | |
| Millbrae: El Camino Real Streetscape Plan Implementation | MTC | \$200,000 | | \$200,000 | |
| Millbrae: MSASP Amend - Integrated Multi-Modal Transit Stn | MTC | \$600,000 | | \$600,000 | |
| Milpitas: Innovation District Parks and Trails Master Plan | MTC | \$200,000 | | \$200,000 | |
| Milpitas: Milpitas Main Street Sense of Place Plan | MTC | \$600,000 | | \$600,000 | |
| Moraga: Moraga Center Specific Plan | MTC | \$600,000 | | \$600,000 | |
| Moraga: Moraga Center Specific Plan Amendments | MTC | \$88,000 | | \$88,000 | |
| Orinda: Path for Affordable Housing TOD at Orinda BART | MTC | \$200,000 | | \$200,000 | |
| Petaluma: Corona Road SMART Station PDA Specific Plan | MTC | \$1,150,000 | | \$1,150,000 | |
| San Carlos: Downtown Together - Downtown Specific Plan | MTC | \$300,000 | | \$300,000 | |
| San Francisco: Well-Resourced PDAs Zoning Plan | MTC | \$1,035,000 | | \$1,035,000 | |
| San Leandro: Bay Fair TOD Specific Plan Amendment | MTC | \$600,000 | | \$600,000 | |
| San Leandro: Bay Fair TOD Sub-Area 1 Precise Plan | MTC | \$1,200,000 | | \$1,200,000 | |
| Santa Rosa: South Santa Rosa Specific Plan | MTC | \$1,200,000 | | \$1,200,000 | |
| Sebastopol: Workforce Housing Zoning | MTC | \$250,000 | | \$250,000 | |
| Sonoma County: Airport Area Specific Plan Update | MTC | \$800,000 | | \$800,000 | |
| Suisun City/STA: PDA Project Implementation | MTC | \$200,000 | | \$200,000 | |
| Vacaville: Allison Policy Plan | MTC | \$1,200,000 | | \$1,200,000 | |
| Vallejo: Downtown Amend and Streetscape Impl | MTC | \$1,200,000 | | \$1,200,000 | |
| Vallejo: Waterfront Amendment | MTC | \$1,200,000 | | \$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 | | \$22,750,000 | \$2,250,000 |
| 3. CLIMATE, CONSERVATION, AND RESILIENCE | | STP | CMAQ | | |
| Climate Initiatives | | | | | |
| Mobility Hubs | | | | | |
| Mobility Hubs Capital Grants - Balance (Revised) | TBD | | \$9,600,000 | \$9,600,000 | \$10,610,000 |
| Dublin/Pleasanton Access and Station Area Improvements (Added via BART | | | | | \$3,000,000 |
| Martinez Amtrak Station Shared Mobility Hub (Added via 4540) | CCTA | | | | \$3,000,000 |
| San Fernando Street Small-Scale Mobility Hubs (Added via 4540) | San Jose | | | | \$1,140,000 |
| Contra Costa College (CCC) Mobility Hub (Added via 4540) | San Pablo | | | | \$2,950,000 |
| Mobility Hubs Planning Grants - Balance | MTC | \$804,000 | | \$804,000 | |
| ECCTA: Antioch Park n Ride Mobility Hub Plan | MTC | \$400,000 | | \$400,000 | |
| SFMTA: Southeastern SF Mobility Hub Plan | MTC | \$396,000 | | \$396,000 | |
| TAM: Marin County Mobility Hub Plan | MTC | \$400,000 | | \$400,000 | |
| Mobility Hubs and Parking Management Technical Assistance | MTC | \$500,000 | | \$500,000 | |
| Electric Bikeshare | | | | | |
| Electric Bikeshare: Bay Wheels Bikeshare E-bike Expansion | MTC | | \$3,460,000 | \$3,460,000 | \$15,940,000 |
| Bikeshare Station Siting - Oakland | MTC | | | | \$150,000 |
| 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 |
| Transportation Electrification | | | | | |
| Charging Infrastructure: Regional Technical Assistance Program | TBD | | | | \$20,000,000 |
| Charging Infrastructure: Transit Station Public Charging Program | | | | | |
| Electric Vehicle Charging at BART Stations (Added via 4505) | BART | | | | \$5,900,000 |
| Richmond Ferry Terminal Charging Infrastructure (Added via 4505) | WETA | | | | \$3,750,000 |
| Suisun City EV Charging Station Installation (Added via 4505) | Suisun City | | | | \$350,000 |
| Local Public Fleet Electrification: Planning Assistance | MTC | \$10,000,000 | | \$10,000,000 | |
| Planning & Program Strategy: Local Action Planning | MTC | \$4,500,000 | | \$4,500,000 | |
| Planning & Program Strategy: Regional Program Strategy | MTC | \$500,000 | | \$500,000 | |
| Parking Management | | | | | |

Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
February 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 02/28/24-C

Do Not Print

OBAG 3 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | STP | CMAQ | Total STP/CMAQ | Total Other |
|---|------------|----------------------|----------------------|----------------------|---------------------|
| OBAG 3 REGIONAL PROGRAMS | | \$202,700,000 | \$171,500,000 | \$390,250,000 | \$75,400,000 |
| Parking Management Capital | TBD | | \$4,000,000 | \$4,000,000 | |
| Parking Management Planning - Balance | MTC | \$352,000 | | \$352,000 | |
| Concord: Downtown Parking Technology Solutions Study | MTC | \$80,000 | | \$80,000 | |
| Lafayette: Downtown Lafayette Parking Mgmt Program | MTC | \$170,000 | | \$170,000 | |
| Menlo Park: Menlo Park Citywide Strategic Parking Plan | MTC | \$125,000 | | \$125,000 | |
| Napa: Park Napa Plan | MTC | \$315,000 | | \$315,000 | |
| Petaluma: Downtown Area Parking Management Plan | MTC | \$100,000 | | \$100,000 | |
| San Mateo: Citywide Parking Requirement Update | MTC | \$200,000 | | \$200,000 | |
| Santa Rosa: Downtown Parking, Curb Mgmt & Access Plan | MTC | \$207,000 | | \$207,000 | |
| Sausalito: Sausalito Downtown Parking Study | MTC | \$106,000 | | \$106,000 | |
| Vallejo: Downtown/Waterfront Parking Mgmt Eval/Action Plan | MTC | \$150,000 | | \$150,000 | |
| Walnut Creek: Downtown Curbside Management Plan | MTC | \$195,000 | | \$195,000 | |
| Regional Transportation Demand Management (TDM) | | | | | |
| Commuter Benefits Program | MTC | \$100,000 | \$8,300,000 | \$8,400,000 | |
| Commuter Benefits Program - Air District | BAAQMD | | \$1,600,000 | \$1,600,000 | |
| Regional Carpool/Vanpool Program | MTC | | \$3,400,000 | \$3,400,000 | |
| Bike to Work & Spare the Air Youth | MTC | | \$4,800,000 | \$4,800,000 | |
| 511 Traveler Information Services | MTC | | \$14,000,000 | \$14,000,000 | |
| Regional TDM Balance | MTC | | \$4,000,000 | \$4,000,000 | |
| Priority Conservation Area (PCA) Grant Program | | | | | |
| PCA Program Implementation | MTC | | | | \$1,500,000 |
| PCA Call for Projects - Phase I (Added) | TBD | \$8,500,000 | | \$8,500,000 | |
| PCA Grant Program Balance (Revised) | TBD | \$8,000,000 | | \$8,000,000 | |
| 3. CLIMATE, CONSERVATION, AND RESILIENCE | | \$36,100,000 | \$53,160,000 | \$89,260,000 | \$68,740,000 |
| 4. COMPLETE STREETS AND COMMUNITY CHOICE | | STP | CMAQ | | |
| Healthy, Safe, and Sustainable Streets | | | | | |
| Regional Vision Zero/Safety Program | | | | | |
| Local Roadway Safety Plan Development & TA Balance | MTC | \$2,720,000 | | \$2,720,000 | |
| CCTA: Local Roadway Safety Plan Development | MTC | \$630,000 | | \$630,000 | |
| NVTA: Local Roadway Safety Plan Development | MTC | \$250,000 | | \$250,000 | |
| C/CAG: Local Roadway Safety Plan Development | MTC | | | | \$400,000 |
| Bay Area Vision Zero Data System | MTC | \$2,000,000 | | \$2,000,000 | |
| Regional Safety Program Coordination and Outreach | MTC | \$2,000,000 | | \$2,000,000 | |
| Regional Pavement & Asset Management Program | | | | | |
| Pavement Technical Assistance Program (PTAP) | MTC | \$10,000,000 | | \$10,000,000 | |
| Pavement Management Program (PMP) | MTC | \$3,000,000 | | \$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 | MTC | \$1,000,000 | | \$1,000,000 | |
| El Cerrito: BART to Bay Trail Connector | MTC | | | | \$40,000 |
| El Cerrito: South El Cerrito Safe Routes to School | MTC | | | | \$40,000 |
| Mountain View: Evelyn Avenue Bikeway, Franklin to Bernardo | MTC | | | | \$40,000 |
| Napa Valley Vine Trail Coalition: NVVT Gap Closure North to S Napa County | MTC | | | | \$40,000 |
| Oakland: Doolittle Drive Bay Trail Gap Closure | MTC | | | | \$40,000 |
| Orinda: Wilder/Downtown Class 1 Multi-use Path Development Project | MTC | | | | \$40,000 |
| Petaluma: Lakeville Corridor Multi-Modal Improvements Study | MTC | | | | \$40,000 |
| Pleasant Hill: Monument Boulevard Active Transportation Corridor | MTC | | | | \$40,000 |
| SCTA/Rohnert Park: Hwy 101 Bike/Ped Overcrossing at Copeland Creek (Revised via 3989) | MTC | | | | \$40,000 |
| San Bruno: San Bruno Avenue Complete Streets Project | MTC | | | | \$40,000 |
| San Mateo County: Midcoast Multimodal Parallel Trail Gap Closure | MTC | | | | \$40,000 |
| Santa Clara: De La Cruz Blvd, Lick Mill Blvd, and Scott Blvd Bike Projects | MTC | | | | \$40,000 |
| Union City: UC Blvd. Bay Trail Connect/ Ala Creek Trail to Dry Creek Park | MTC | | | | \$40,000 |
| Vallejo: Mare Island Causeway Complete Street | MTC | | | | \$40,000 |
| Quick Build Delineators to Complete 11 Class IV Bikeways | San Jose | | \$200,000 | \$200,000 | |
| Deployment of Quick Build Low-Stress Bicycle Facilities | Santa Rosa | | \$200,000 | \$200,000 | |
| Active Transportation Technical Assistance Program Balance | MTC | | \$2,740,000 | \$2,740,000 | |
| Bay Trail Planning | MTC | \$1,500,000 | | \$1,500,000 | |
| Bay Trail Implementation | MTC | \$750,000 | | \$750,000 | |
| Bay Trail Technical Assistance | MTC | \$250,000 | | \$250,000 | |
| Bay Skyway: West Oakland Link | MTC | | \$1,900,000 | \$1,900,000 | |
| SFMTA Light Rail Vehicles (for YBI MUP and Related Roadway Imps) | SFMTA | | \$4,100,000 | \$4,100,000 | |
| Regional AT Plan Implementation Balance | TBD | | \$1,500,000 | \$1,500,000 | |
| Community Choice | | | | | |
| Community-Based Transportation Plans (CBTPs) | | | | | |
| ACTC: Community-Based Transportation Plans | MTC | \$600,000 | | \$600,000 | |
| CCTA: Community-Based Transportation Plans | MTC | \$450,000 | | \$450,000 | |
| TAM: Community-Based Transportation Plans | MTC | \$150,000 | | \$150,000 | |
| NVTA: Community-Based Transportation Plans | MTC | \$150,000 | | \$150,000 | |
| SFCTA: Community-Based Transportation Plans | MTC | | | | \$370,000 |

Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
February 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 02/28/24-C

Do Not Print

OBAG 3 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | STP | CMAQ | Total STP/CMAQ | Total Other |
|--|----------|---------------|---------------|----------------|---------------|
| OBAG 3 REGIONAL PROGRAMS | | | | | |
| C/CAG: Community-Based Transportation Plans | MTC | \$202,700,000 | \$171,500,000 | \$390,250,000 | \$75,400,000 |
| VTA: Community-Based Transportation Plans | MTC | | | | \$245,000 |
| STA: Community-Based Transportation Plans | MTC | | | | \$600,000 |
| SCTA: Community-Based Transportation Plans | MTC | | | | \$190,000 |
| Community Action Resource and Empowerment (CARE) Program | | | | | \$245,000 |
| Engagement, TA, Capacity Building for CBTPs and CARE | MTC | | | | \$1,500,000 |
| CARE Unprogrammed Balance | TBD | \$5,500,000 | \$8,000,000 | \$13,500,000 | |
| 4. COMPLETE STREETS AND COMMUNITY CHOICE | | \$30,950,000 | \$18,640,000 | \$49,590,000 | \$4,410,000 |
| 5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE | | | | | |
| | | STP | CMAQ | | |
| Transit Transformation Action Plan | | | | | |
| Transit Priority - Highway Investments | MTC | \$3,000,000 | \$10,000,000 | \$13,000,000 | |
| Transit Priority - Arterial Investments | TBD | | \$15,000,000 | \$15,000,000 | |
| Mapping & Wayfinding | TBD | | \$10,200,000 | \$10,200,000 | |
| Multimodal Systems Programs | | | | | |
| Clipper C2 Capital (Loan for RM3) | MTC | \$15,000,000 | \$15,000,000 | \$30,000,000 | |
| Forward Programs | MTC | \$10,000,000 | \$11,800,000 | \$21,800,000 | |
| Bay Bridge Forward I-80/Powell I/C Transit Access | MTC | | \$1,200,000 | \$1,200,000 | |
| Resilient SR 37 | MTC | \$5,000,000 | \$5,000,000 | \$10,000,000 | |
| Design Alternative Assessments/Corridor Studies | MTC | \$4,000,000 | | \$4,000,000 | |
| Adaptive Ramp Metering Implementation - Balance (Revised) | MTC | | \$3,000,000 | \$3,000,000 | |
| Adaptive Ramp Metering on SR 237 in Santa Clara County (Added) | MTC | | \$1,000,000 | \$1,000,000 | |
| Optimized Freeway Corridor Operations | MTC | | \$6,000,000 | \$6,000,000 | |
| Multimodal Arterial Operations | MTC | | \$6,500,000 | \$6,500,000 | |
| Shared Connected/Automated Vehicles and Technology | MTC | \$1,000,000 | | \$1,000,000 | |
| Regional ITS Architecture | MTC | \$2,000,000 | | \$2,000,000 | |
| Express Lanes Studies and Pilots (Non-Infrastructure) | MTC | \$2,000,000 | | \$2,000,000 | |
| Connected Bay Area | MTC | \$13,400,000 | \$11,000,000 | \$24,400,000 | |
| Incident Management | MTC | | \$4,000,000 | \$4,000,000 | |
| SR 29 American Canyon Operational and Multimodal Imps | NVTA | \$1,000,000 | | \$1,000,000 | |
| SamTrans Preventative Maintenance (for SamTrans ROW Repayment) | SamTrans | \$7,000,000 | | \$7,000,000 | |
| 5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE | | \$63,400,000 | \$99,700,000 | \$163,100,000 | |
| NON-FEDERAL ADJUSTMENT | | | | \$16,050,000 | |
| OBAG 3 REGIONAL PROGRAMS | | TOTAL: | \$202,700,000 | \$171,500,000 | \$390,250,000 |
| | | | | | \$75,400,000 |

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4505_ongoing_OBAG3\[tmp-RES-4505_Attachment-B-1_Feb.xlsx]Feb 2024

Date: October 26, 2022
W.I.: 1512
Referred by: PAC
Revised: 05/24/23-C 06/28/23-C 02/28/24-C

ABSTRACT

Resolution No. 4540, Revised

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

The resolution includes the following attachments:

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

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

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

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

On February 28, 2024, Attachment B was revised to further define the Electric Vehicles and Infrastructure category to include \$20,000,000 for Charging Infrastructure: Regional Technical Assistance Program, remove \$9,300,000 in Climate Initiatives funds from the Mobility Hubs Capital Grants unprogrammed balance, program \$9,300,000 to Alameda County's Meekland Ave Corridor Improvement, Phase II project, and program \$10,000,000 in Electric Vehicles and Infrastructure funds to various Transit Station Public Charging Program projects.

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

ABSTRACT

MTC Resolution No. 4540, Revised

Page 2

10, 2023; the Planning Committee dated June 9, 2023; and the Programming and Allocations Committee dated June 14, 2023 and February 14, 2024.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4540

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

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

MTC Res. No. 4540 Attachment B
 Adopted: 10/26/22-C
 Revised: 05/24/23-C 06/28/23-C 02/28/24-C

CRP Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | CRP | Other |
|---|-----------------------|---------------------|---------------------|
| CARBON REDUCTION PROGRAM | | | |
| CLIMATE INITIATIVES | | | |
| Mobility Hubs | | | |
| Mobility Hubs Capital - Balance (Revised) | TBD | \$10,610,000 | \$9,600,000 |
| Dublin/Pleasanton Access and Station Area Improvements | BART | \$3,000,000 | |
| Martinez Amtrak Station Shared Mobility Hub | CCTA | \$3,000,000 | |
| San Fernando Street Small-Scale Mobility Hubs | San Jose | \$1,140,000 | |
| Contra Costa College (CCC) Mobility Hub | San Pablo | \$2,950,000 | |
| Mobility Hubs Planning | MTC | | \$2,000,000 |
| Mobility Hubs Technical Assistance | MTC | | \$500,000 |
| Electric Vehicles and Infrastructure | | | |
| Charging Infrastructure: Regional Technical Assistance Program (Added) | TBD | \$20,000,000 | |
| Charging Infrastructure: Transit Station Public Charging Program | | | |
| Electric Vehicle Charging at BART Stations (Added) | BART | \$5,900,000 | |
| Richmond Ferry Terminal Charging Infrastructure (Added) | WETA | \$3,750,000 | |
| Suisun City EV Charging Station Installation (Added) | Suisun City | \$350,000 | |
| Local Public Fleet Electrification: Planning Assistance (Revised via 4505) | MTC | | \$10,000,000 |
| Planning & Program Strategy: Local Action Planning (Revised via 4505) | MTC | | \$4,500,000 |
| Planning & Program Strategy: Regional Program Strategy (Revised via 4505) | MTC | | \$500,000 |
| CLIMATE INITIATIVES | | \$50,700,000 | \$27,100,000 |
| MISCELLANEOUS/OTHER | | | |
| Meekland Ave Corridor Improvement, Phase II (Added) | Alameda County | \$9,300,000 | |
| MISCELLANEOUS/OTHER | | \$9,300,000 | |
| CARBON REDUCTION PROGRAM | | \$60,000,000 | \$27,100,000 |

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4540_ongoing_CRP\[tmp-RES-4540_Attachment-B_Feb.xlsx]Feb 2024



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

| | | | | | |
|-----------------------|---|----------------------|---|---------------------------------------|--|
| File #: | 24-0140 | Version: | 1 | Name: | |
| Type: | Report | Status: | | Consent | |
| File created: | 1/4/2024 | In control: | | Programming and Allocations Committee | |
| On agenda: | 2/14/2024 | Final action: | | | |
| Title: | MTC Resolution Nos. 4615, Revised, 4631, and 4632. Allocation of \$7.6 million in Regional Measure 3 capital funds to San Francisco Municipal Transportation Agency and Bay Area Toll Authority. | | | | |
| Sponsors: | | | | | |
| Indexes: | | | | | |
| Code sections: | | | | | |
| Attachments: | 2e 24-0140 Summary Sheet Resolutions 4615 Revised 4631 4632 RM3 Allocations.pdf 2e 24-0140 Attachment A Capital Expenditure Plan Tracker.pdf 2e 24-0140 Attachment B RM3 February 2024 Project Summaries.pdf 2e 24-0140 MTC Resolution No 4615 Revised.pdf 2e 24-0140 MTC Resolution No 4631 Revised.pdf 2e 24-0140 MTC Resolution No 4632.pdf | | | | |

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

Subject:

MTC Resolution Nos. 4615, Revised, 4631, and 4632. Allocation of \$7.6 million in Regional Measure 3 capital funds to San Francisco Municipal Transportation Agency and Bay Area Toll Authority.

Presenter:

Julieth Ortiz

Recommended Action:

Commission Approval

Attachments: List any attachments.

Metropolitan Transportation Commission
Programming and Allocations Committee

February 14, 2024

Agenda Item 2e - 24-0140

MTC Resolution Nos. 4615, Revised, 4631, and 4632. Allocation of \$7.6 million in Regional Measure 3 (RM3) capital funds to San Francisco Municipal Transportation Agency (SFMTA) and Bay Area Toll Authority (BATA)

Subject:

Recommended allocation of \$7.6 million in RM3 capital funds to San Francisco Municipal Transportation Agency and Bay Area Toll Authority.

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. To date, the RM3 Capital Program has made a total of \$904.8 million dollars in allocations.

February RM3 Allocation Recommendation

Staff recommends approval of \$7.58 million in RM3 allocations to four projects. 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) |
|------------------------|--|---|---|---|
| SFMTA | #10.4 4615 | Kirkland Electrification | \$- | \$3.80 |
| SFMTA | #10.5 4615 | Battery Electric Bus procurement | \$- | \$2.38 |
| BATA | #25.2 4631 | I-580 Richmond Parkway Interchange Operational Improvements | \$- | \$0.95 |

| | | | | |
|------|---------------|---|------------|---------------|
| BATA | #25.3 4632 | Cutting Boulevard Transit Improvements | \$- | \$0.45 |
| | | Total | \$- | \$7.58 |

Issues:

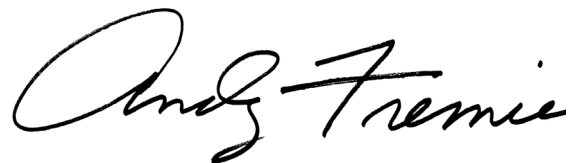
None.

Recommendations:

Refer MTC Resolution Nos. 4615, Revised, 4631, and 4632 to the Commission for approval.

Attachments:

- Attachment A: RM3 Capital Expenditure Plan Tracker
- Attachment B: RM3 Allocation Project Summaries
- MTC Resolution No. 4615, Revised
 - Attachments A – D
- MTC Resolution No. 4631, Revised
 - Attachments A – D
- MTC Resolution No. 4632, Revised
 - Attachments A – D



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 | <i>Potrero Modernization Project</i> | | SFMTA | | \$ 3.5 | | 12/20/2023 |
| 10.2 | <i>Light Rail Vehicle (LRV) Procurement</i> | | SFMTA | | \$ 6.5 | | 1/24/2023 |
| 10.3 | <i>40'/60' hybrid buses</i> | | SFMTA | | \$ 27.0 | | 1/24/2023 |
| 10.4 | <i>Kirkland Electrification</i> | | SFMTA | | \$ 3.8 | | 2/28/2024 |
| 10.5 | <i>Battery Electric Bus procurement</i> | | SFMTA | | \$ 2.38 | | 2/28/2024 |
| 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 |

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 |
|-------------|---|----------------------|---|--------------------------------|-------------------------------------|-----------------------|--|
| 12.2 | <i>Quick Build Transit Priority Projects</i> | | <i>AC Transit</i> | | \$ 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 |
| 17 | Dumbarton Corridor Improvements | \$ 130 | BATA/ACTC/ SMCTD/SMCTA | | | | |
| 18 | Highway 101/ State Route 92 Interchange | \$ 50 | C/CAG/ SMCTA | | | | |
| 18.1 | <i>101/92 Area Improvements Project</i> | | <i>SMCTA</i> | \$ 0.025 | | | |
| 18.2 | <i>101/92 Direct Connector Project</i> | | <i>SMCTA</i> | \$ 2.0 | \$ 2.0 | 4599 | 7/26/2023 |
| 19 | Contra Costa I-680/SR-4 Interchange Improvements | \$ 210 | CCTA | | | | |
| 19.1 | <i>I-680/SR-4 Interchange Improvement Phase 1 and 2A</i> | \$ 8 | CCTA | \$ 8.0 | \$ 13.0 | 4586 | 6/26/2023 |
| 20 | Highway 101-Marin/Sonoma Narrows | \$ 120 | TAM/SCTA | | | | |
| 20.1 | <i>Marin Segment</i> | \$ 88 | <i>TAM</i> | \$ 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 | <i>Solano County I-80/I-680/SR-12 Interchange Project (Package 2)</i> | | <i>STA</i> | | \$ 3.7 | 4594 | 12/20/2023 |
| 21.2 | <i>Solano County I-80/I-680/SR-12 Interchange Project (Package 5)</i> | | <i>STA</i> | | \$ 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 | <i>SR 37 and Fairgrounds Drive Interchange</i> | \$ 15 | <i>STA</i> | | \$ 15.0 | 4602 | 7/26/2023 |
| 23.2 | <i>Interim Segment B - PAED & PS&E</i> | \$ 20 | <i>SCTA</i> | \$ - | \$ 6.0 | 4607 | 10/25/2023 |
| 23.3 | <i>Hwy 37/121 Improvements - PAED</i> | \$ 4 | <i>SCTA</i> | | | | |
| 23.4 | <i>Segments A1 & A2 Levee Study</i> | 3 | <i>TAM</i> | | | | |
| 23.5 | <i>Segment A & B Improvements</i> | \$ 58 | <i>SCTA/TAM</i> | | | | |
| 24 | San Rafael Transit Center | \$ 30 | GGBHTD | | | | |
| 25 | Richmond-San Rafael Bridge Access Improvements | \$ 210 | BATA/CCTA/TAM | | | | |
| 25.1 | <i>US-101/I-580 Direct Connector</i> | \$ 135 | <i>TAM</i> | \$ 5.6 | \$ 7.8 | 4606 | 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 |
|--------------|---|----------------------|--|--------------------------------|-------------------------------------|-----------------------|--|
| 25.2 | <i>I-580 Richmond Parkway Interchange Operational Improvements</i> | \$ 7 | BATA/CCTA | | \$ 0.95 | 4631 | 2/28/2024 |
| 25.3 | <i>Cutting Boulevard Transit Improvements</i> | \$ 3 | BATA | | \$ 0.45 | 4632 | 2/28/2024 |
| 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 |
| 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 | <i>Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4</i> | \$ 14 | CCTA | \$ 13.0 | \$ 14.0 | 4585 | 1/24/2024 |
| 35 | I-680 Transit Improvements | \$ 10 | CCTA | | | | |
| 35.1 | <i>Martinez Amtrak & Walnut Creek BART Shared Mobility Hubs</i> | | | | | | |
| 35.X | I-680 Bus on Shoulder | | | | | | |
| 35.X | Bollinger Canyon Road Shared Mobility Hub | | | | | | |
| Total | | \$ 4,450 | | \$ 602.1 | \$ 912.4 | | |

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 |
|-------------|------------------------------|----------------------|---|--------------------------------|-------------------------------------|-----------------------|--|
|-------------|------------------------------|----------------------|---|--------------------------------|-------------------------------------|-----------------------|--|

Notes

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

February 2024 Recommended RM3 Allocation – Project Summaries

MUNI Fleet Expansion and Facilities Projects

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. Two allocations under this category are proposed this month:

SFMTA – Kirkland Yard Electrification Project (3.8 million)

The Kirkland Yard Electrification Project (Project 10.4) proposes to upgrade Kirkland Yard to store, maintain, and charge 111 40' Battery Electric Buses (BEBs) at the existing bus facility. Kirkland Yard currently stores, maintains, fuels, and services 88 40' hybrid buses. The project site is in the Fisherman's Wharf area of San Francisco. The BEB facility would be built in one phase to provide unencumbered site access to expedite construction. The proposed project would increase the capacity of the Kirkland yard facility from an estimated 88 to approximately 111 buses and transition from storing, maintaining, fueling, and servicing diesel hybrids to a BEB-only facility. To accommodate these extra buses, the existing Operations Building and trailer would be demolished and replaced with new office trailers on the west side of the site. A new electric vehicle (EV) charging system using overhead inverted pantograph chargers would be installed. The \$3.8 million in RM3 funds will fully pay for the proposed project's environmental phase (\$1.4M) and early Design stage costs (\$2.4M). The Design stage funding will support the development of a Request for Qualifications/Proposals to implement an alternate project delivery method that will use a progressive design build (PDB) construction contract. The selected PDB firm will provide the final design and construct the Kirkland Yard Facility for the SFMTA.

SFMTA – Battery Electric Bus Procurement Project (\$2.38 million)

With this project (Project 10.5), SFMTA will purchase six 60' and twelve 40' battery electric buses (BEBs), along with all required accessories, and deploy the vehicles in revenue service as replacements for eighteen 40' hybrid buses. The BEBs shall be

procured from multiple manufacturers through statewide procurement contracts or as options through existing procurement contracts, as authorized under Federal Transit Administration statutes and regulations. Vehicles are anticipated to be procured from two manufacturers: Gillig and New Flyer. The SFMTA would like to evaluate Gillig's 40' BEBs, as these were not available during the time of the 40' battery bus pilot program. The other vehicles in the procurement will be provided by New Flyer as it has demonstrated the best overall performance in the battery bus pilot program. The total project cost is estimated at \$44,116,000. The project scope does not include the required charging infrastructure needed to accommodate the eighteen BEBs. The charging infrastructure will have to be installed prior to the arrival of BEBs. The \$2.38 million in RM3 funds will support the project's design phase, estimated at \$3,085,000, so that RM3 funds will be paying for 77.2% of design costs. The BEB procurement design phase will need to address working with multiple vendors, two types of 40' BEBs (one from New Flyer, one from Gillig) and 60' BEBs from New Flyer. As with most technology-driven projects, the design phase will carry into the procurement phase of the project.

Richmond-San Rafael Bridge Access Improvements Projects

RM3 provides \$210 million in toll funds to RM3 Project 25, the Richmond-San Rafael Bridge Access Improvements project. Two allocations under this project are proposed this month:

BATA – I-580 Richmond Parkway Interchange Operational Improvements (\$0.95 million)

RM3 provides \$210 million in toll funds to RM3 Project 25, the Richmond-San Rafael Bridge Access Improvements project. The Bay Area Toll Authority (BATA) is the project sponsor for RM3 Project 25.2, I-580 Richmond Parkway Interchange Operational Improvements in Contra Costa County. The Richmond Parkway Improvement project is part of a suite of near-term strategies to improve travel options across the bridge corridor in Contra Costa County. The I-580 Richmond Parkway Interchange Operational Improvements project will identify and implement infrastructure improvements on Richmond Parkway in the City of Richmond to address traffic congestion as local and regional traffic attempt to access westbound I-580.

The project will begin the environmental phase in June 2024 and is on track to be completed by September 2024. BATA requests allocation of \$0.95 million in environmental funds to complete the environmental phase.

BATA – Cutting Boulevard Transit Improvements (\$0.45 million)

The Bay Area Toll Authority (BATA) is the project sponsor for RM3 Project 25.3, Cutting Boulevard Transit Improvements in Contra Costa County. The Cutting Boulevard Transit Improvements project is part of a suite of near-term strategies to improve travel options across the bridge corridor in Contra Costa County. The Cutting Boulevard Transit Improvements project will improve transit access and operations in the corridor by implementing Transit Signal Priority (TSP) and bus stop improvements along Cutting Boulevard in the City of Richmond for the Golden Gate Transit Route 580, which serves travel across the Richmond-San Rafael Bridge.

The project will begin the environmental phase upon receiving the allocation and is on track to be completed by July 2024. BATA requests allocation of \$0.45 million in environmental funds to complete the environmental phase.

Date: December 20, 2023
W.I.: 1255
Referred by: PAC
Revised: 1/24/24-C; 2/28/24-C

ABSTRACT

Resolution No. 4615, Revised

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

Attachment B – Conditions of Allocation

Attachment C – Project and Subproject Details, Funding Plan, and Schedule)

Attachment D – RM3 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.

This resolution was revised on January 24, 2024, to allocate \$33.5 million in RM3 funds to SFMTA for the construction phase of the Light Rail Vehicle (LRV) Procurement project (\$6.5 million) and 40’/60’ hybrid buses project (\$27 million).

This resolution was revised on February 28, 2024 to allocate \$6.2 million in RM3 funds to SFMTA for the environmental and early design phases for the Kirkland Yard Electrification Project (\$3.8 million), and for the design phase for the Battery Electric Bus Procurement Project (\$2.38 million).

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated December 13, 2023, January 10, 2024 and February 14, 2024.

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

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 each 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 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 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

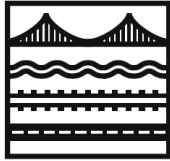
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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

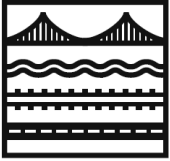
Allocation Summary

| | |
|---------------------------|---|
| RM3 Project Number | 10.4 |
| Project Title | Kirkland Bus Yard Electrification |
| Project Sponsor | San Francisco Municipal Transportation Agency |

| | | | | | |
|---|------------------|---------|-----------------------|--------------------|----------------------|
| Activities to be funded with Allocation #1: | | | | | |
| This allocation will fully pay for the proposed project's environmental phase (\$1,415,000) and early Design stage costs (\$2,400,000). The Design stage funding will support the development of a Request for Qualifications/Proposals to implement an alternate project delivery method that will use a progressive design build (PDB) construction contract. The selected PDB firm will provide the final design and construct the Kirkland Yard Facility for the SFMTA. | | | | | |
| Funding Information: | | | | | |
| Allocation Instruction No. | Approval Date | Phase | Reimbursement Year | Expiration Date | Allocation Amount |
| 24461504 | 28-Feb-24 | ENV/PSE | FY 2023-24 | 30-Jun-25 | 3,815,000 |

| | |
|---------------------------------|--------------|
| Cumulative Total - Allocation 1 | \$ 3,815,000 |
|---------------------------------|--------------|

| | |
|---------------------------------|--------------|
| Cumulative Total - Project 10.4 | \$ 3,815,000 |
|---------------------------------|--------------|



Regional Measure 3

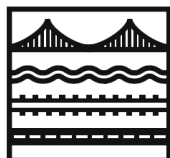
Allocation of Funds

Conditions of Allocation

| | |
|---------------------------|---|
| RM3 Project Number | 10.4 |
| Project Title | Kirkland Bus Yard Electrification |
| Project Sponsor | San Francisco Municipal Transportation Agency |

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. |

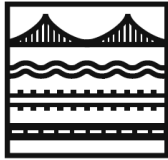


Regional Measure 3

Allocation of Funds

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

| | | |
|---|-----------------------------------|---|
| RM3 Project Number | 10.4 | |
| Project Title | Kirkland Bus Yard Electrification | |
| Lead Sponsor(s) | Other Sponsor(s) | Implementing Agency |
| San Francisco Municipal Transportation Agency (SFMTA) | | SFMTA |
| 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 | | |
| Approval of the Initial Project Report and Allocation Request by the SFMTA Board of Directors on January 16th, 2024. | | |
| Detailed Project/Subproject Description | | |
| The Kirkland Yard Electrification Project proposes to upgrade Kirkland Yard to store, maintain, and charge 111 40' Battery Electric Buses (BEBs) at the existing bus facility. The proposed project would increase the capacity of the Kirkland Yard facility from an estimated 88 to approximately 111 buses and transition from storing, maintaining, fueling, and servicing diesel hybrids to a BEB-only facility. To accommodate these extra buses, the existing Operations Building and trailer would be demolished and replaced with new office trailers on the west side of the site. A new electric vehicle charging system using overhead inverted pantograph chargers would be installed. New transformers, switch gears, and charging cabinets would be installed on new raised concrete islands between bus bays. | | |



Regional Measure 3

Allocation of Funds

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

| | |
|---------------------------|---|
| RM3 Project Number | 10.4 |
| Project Title | Kirkland Bus Yard Electrification |
| Project Sponsor | San Francisco Municipal Transportation Agency |

Project Funding Plan

Project Schedule

| Phase | Funding Source | Committed? (Yes/No) | Amount (\$1,000s) | Start | End |
|------------------------------|-----------------------------|------------------------|----------------------|-----------|----------|
| ENV | RM3 | Yes | \$ 1,415 | 12/1/2022 | 3/1/2025 |
| | | | | | |
| | | | \$ 1,415 | | |
| PSE | RM3 | Yes | \$ 5,094 | 10/1/2023 | 7/1/2025 |
| | SB1 SGR | Yes | \$ 669 | | |
| | Prop K | Yes | \$ 1,073 | | |
| | Prop L | No | \$ 5,496 | | |
| | | | | | |
| | | | \$ 12,332 | | |
| ROW | | | | N/A | N/A |
| | | | | | |
| CON | RM3 | Yes | \$ 17,393 | 12/1/2025 | 8/1/2027 |
| | Low Carb Fuel Standard Fund | Yes | \$ 503 | | |
| | FTA 5307 | No | \$ 31,561 | | |
| | FTA Low/No (Construction) | No | \$ 12,500 | | |
| | Developer Fees | Yes | \$ 688 | | |
| | General Fund Prop B Transit | Yes | \$ 15,396 | | |
| | SB1 SGR | Yes | \$ 17,327 | | |
| | SFMTA Capital Funds | No | \$ 44,437 | | |
| | | | \$ 139,805 | | |
| Capital Funding Total | | | \$ 153,552 | | |



Regional Measure 3

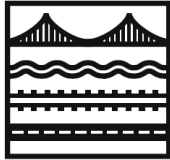
Allocation of Funds

Cash Flow Plan

| | |
|---------------------------|---|
| RM3 Project Number | 10.4 |
| Project Title | Kirkland Bus Yard Electrification |
| Project Sponsor | San Francisco Municipal Transportation Agency |

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 | | | \$ 400 | \$ 1,015 | | | \$ 1,415 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| ENV Subtotal | | | \$ - | \$ 400 | \$ 1,015 | \$ - | \$ - | \$ 1,415 |
| RM 3 | PSE | | | \$ 1,200 | \$ 1,200 | \$ 2,694 | | \$ 5,094 |
| SB1 SGR | PSE | | \$ 100 | \$ 80 | \$ 489 | | | \$ 669 |
| Prop K | PSE | | \$ 8 | \$ 800 | \$ 265 | | | \$ 1,073 |
| Prop L | PSE | | | | \$ 1,266 | \$ 4,230 | | \$ 5,496 |
| PSE Subtotal | | \$ - | \$ 108 | \$ 2,080 | \$ 3,220 | \$ 6,924 | \$ - | \$ 12,332 |
| | | | | | | | | |
| | | | | | | | | |
| ROW Subtotal | | | | | | | | \$ - |
| RM-3 | CON | | | | | \$ 9,393 | \$ 8,000 | \$ 17,393 |
| Low Carbon Fuel Stand | CON | | | | | | \$ 503 | \$ 503 |
| FTA 5307 | CON | | | | | \$ 15,249 | \$ 16,312 | \$ 31,561 |
| FTA Low/No | CON | | | | | | \$ 12,500 | \$ 12,500 |
| Developer Fees | CON | | | | | \$ 688 | \$ - | \$ 688 |
| General Fund Prop B T | CON | | | | | \$ 6,135 | \$ 9,261 | \$ 15,396 |
| SB1 SGR | CON | | | | | \$ 5,841 | \$ 11,486 | \$ 17,327 |
| SFMTA Capital Fund | CON | | | | | \$ 38,687 | \$ 5,750 | \$ 44,437 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| CON Subtotal | | \$ - | \$ - | \$ - | \$ - | \$ 75,993 | \$ 63,812 | \$ 139,805 |
| RM 3 Funding Subtotal | | \$ - | \$ - | \$ 1,600 | \$ 2,215 | \$ 12,087 | \$ 8,000 | \$ 23,902 |
| Capital Funding Total | | \$ - | \$ 108 | \$ 2,480 | \$ 4,235 | \$ 82,917 | \$ 63,812 | \$ 153,552 |



Regional Measure 3

Allocation of Funds

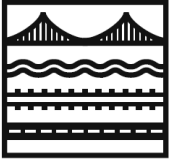
Allocation Summary

| | |
|---------------------------|---|
| RM3 Project Number | 10.5 |
| Project Title | Battery Electric Bus Procurement |
| Project Sponsor | San Francisco Municipal Transportation Agency |

| Activities to be funded with Allocation #1: | | | | | |
|---|---------------|-------|--------------------|-----------------|-------------------|
| This allocation will support the project's design phase, estimated at total cost of \$3,085,000, so that RM3 funds will be paying for 77.2% of design costs. The BEB procurement design phase will need to address working with multiple vendors, two types of 40' BEBs (one from New Flyer, one from Gillig) and 60' BEBs from New Flyer. As with most technology-driven projects, the design phase will carry into the procurement phase of the project | | | | | |
| Funding Information: | | | | | |
| Allocation Instruction No. | Approval Date | Phase | Reimbursement Year | Expiration Date | Allocation Amount |
| 24461505 | 28-Feb-24 | PSE | FY 2023-24 | 30-Jun-26 | 2,381,000 |

| | |
|---------------------------------|--------------|
| Cumulative Total - Allocation 1 | \$ 2,381,000 |
|---------------------------------|--------------|

| | |
|---------------------------------|--------------|
| Cumulative Total - Project 10.5 | \$ 2,381,000 |
|---------------------------------|--------------|



Regional Measure 3

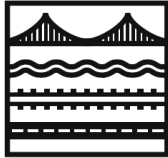
Allocation of Funds

Conditions of Allocation

| | |
|---------------------------|---|
| RM3 Project Number | 10.5 |
| Project Title | Battery Electric Bus Procurement |
| Project Sponsor | San Francisco Municipal Transportation Agency |

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 |

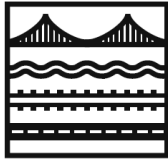


Regional Measure 3

Allocation of Funds

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

| | | |
|---|----------------------------------|---|
| RM3 Project Number | 10.5 | |
| Project Title | Battery Electric Bus Procurement | |
| Lead Sponsor(s) | Other Sponsor(s) | Implementing Agency |
| San Francisco Municipal Transportation Agency (SFMTA) | | SFMTA |
| 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 | | |
| Approval of the Initial Project Report and Allocation Request by the SFMTA Board of Directors on January 16th, 2024. | | |
| Detailed Project/Subproject Description | | |
| SFMTA will purchase six 60' and twelve 40' battery electric buses (BEBs), along with all required accessories, and deploy the vehicles in revenue service as replacements for eighteen 40' hybrid buses. The BEBs shall be procured from multiple manufacturers through statewide procurement contracts or as options through existing procurement contracts, as authorized under Federal Transit Administration statutes and regulations. Vehicles are anticipated to be procured from two manufacturers: Gillig and New Flyer. The SFMTA would like to evaluate Gillig's 40' BEBs, as these were not available during the time of the 40' battery bus pilot program. The other vehicles in the procurement will be provided by New Flyer as it has demonstrated the best overall performance in the battery bus pilot program. The total project cost is estimated at \$44,116,000. | | |



Regional Measure 3

Allocation of Funds

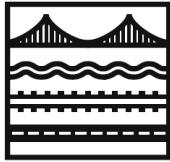
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

| | |
|---------------------------|---|
| RM3 Project Number | 10.5 |
| Project Title | Battery Electric Bus Procurement |
| Project Sponsor | San Francisco Municipal Transportation Agency |

Project Funding Plan

Project Schedule

| Phase | Funding Source | Committed? (Yes/No) | Amount (\$1,000s) | Start | End |
|------------------------------|-----------------------------------|------------------------|----------------------|----------|-----------|
| ENV | | | | 1/1/2023 | 6/1/2024 |
| | | | | | |
| | | | \$ - | | |
| PSE | RM 3 | Yes | \$ 2,381 | 6/1/2024 | 9/1/2025 |
| | Transportation Sustainability Fee | Yes | \$ 388 | | |
| | Low Carbon Fuel Standards (LCFS) | Yes | \$ 316 | | |
| | | | | | |
| | | | | | |
| | | | \$ 3,085 | | |
| ROW | | | | N/A | N/A |
| | | | | | |
| CON | RM 3 | Yes | \$ 12,374 | 3/1/2026 | 6/31/2027 |
| | FTA - TCP | No | \$ 18,657 | | |
| | Prop L | Yes | \$ 10,000 | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | \$ 41,031 | | |
| Capital Funding Total | | | \$ 44,116 | | |



Regional Measure 3

Allocation of Funds

Cash Flow Plan

| | |
|---------------------------|---|
| RM3 Project Number | 10.5 |
| Project Title | Battery Electric Bus Procurement |
| Project Sponsor | San Francisco Municipal Transportation Agency |

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

| Funding Source | Phase | Prior | 2022-23 | 2023-24 | 2024-25 | 2025-26 | Future committed | Total Amount (\$ thousands) |
|------------------------------|-------|-------|---------|----------|----------|-----------|------------------|-----------------------------|
| | ENV | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| ENV Subtotal | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RM 3 | PSE | | | \$ 800 | \$ 1,566 | \$ 15 | | \$ 2,381 |
| Transportation Sustain | PSE | | \$ 388 | | | | | \$ 388 |
| Low Carbon Fuel Stand | PSE | | \$ 12 | \$ 304 | | | | \$ 316 |
| | | | | | | | | \$ - |
| PSE Subtotal | | \$ - | \$ 400 | \$ 1,104 | \$ 1,566 | \$ 15 | \$ - | \$ 3,085 |
| | | | | | | | | |
| | | | | | | | | |
| ROW Subtotal | | | | | | | | \$ - |
| RM 3 | CON | | | | | \$ 6,740 | \$ 5,634 | \$ 12,374 |
| Prop L | CON | | | | | \$ 4,000 | \$ 6,000 | \$ 10,000 |
| FTA TCP | CON | | | | \$ 8,000 | \$ 10,657 | | \$ 18,657 |
| CON Subtotal | | \$ - | \$ - | \$ - | \$ 8,000 | \$ 21,397 | \$ 11,634 | \$ 41,031 |
| RM 3 Funding Subtotal | | \$ - | \$ - | \$ 800 | \$ 1,566 | \$ 6,755 | \$ 5,634 | \$ 14,755 |
| Capital Funding Total | | \$ - | \$ 400 | \$ 1,104 | \$ 9,566 | \$ 21,412 | \$ 11,634 | \$ 44,116 |

Date: February 28, 2024
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4631

This resolution approves the allocation of Regional Measure 3 funds for I-580 Richmond Parkway Interchange Operational Improvements project in Contra Costa County, sponsored by the Bay Area Toll Authority (BATA).

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 \$0.95 million in RM3 funds to the environmental phase for the I-580 Richmond Parkway Interchange Operational Improvements project in Contra Costa County.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated February 14, 2024.

Date: February 28, 2024
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for I-580 Richmond Parkway Interchange Operational Improvements project in Contra Costa County.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4631

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-580 Richmond Parkway Interchange Operational Improvements project in Contra Costa County (PROJECT) is part of the programmatic category of projects identified within capital project number 25 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 BATA (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

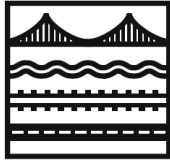
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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 February 28, 2024.



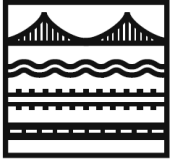
Regional Measure 3

Allocation of Funds

Allocation Summary

| | |
|---------------------------|---|
| RM3 Project Number | 25.2 |
| Project Title | I-580 Richmond Parkway Interchange Operational Improvements Project |
| Project Sponsor | Bay Area Toll Authority |

| Activities to be funded with Allocation #1: | | | | | |
|--|---------------|-------|--------------------|-----------------|-------------------|
| This allocation will fund the environmental phase of the I-580 Richmond Parkway Interchange Operational Improvements Project in Contra Costa County. | | | | | |
| Funding Information: | | | | | |
| Allocation Instruction No. | Approval Date | Phase | Reimbursement Year | Expiration Date | Allocation Amount |
| 24463101 | 28-Feb-24 | PA&ED | FY 2023-24 | 30-Jun-26 | \$ 950,000 |
| Cumulative Total - Allocation 1 | | | | | \$ 950,000 |
| Cumulative Total - Project 25.2 | | | | | \$ 950,000 |



Regional Measure 3

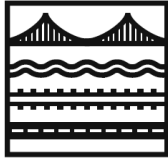
Allocation of Funds

Conditions of Allocation

| | |
|---------------------------|---|
| RM3 Project Number | 25.2 |
| Project Title | I-580 Richmond Parkway Interchange Operational Improvements |
| Project Sponsor | Bay Area Toll Authority |

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

| Conditions of Allocation #1 | |
|-----------------------------|-------|
| 1 | None. |
| 2 | |

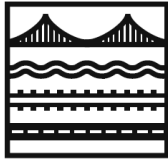


Regional Measure 3

Allocation of Funds

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

| | | |
|--|---|---|
| RM3 Project Number | 25.2 | |
| Project Title | I-580 Richmond Parkway Interchange Operational Improvements Project | |
| Lead Sponsor(s) | Other Sponsor(s) | Implementing Agency |
| Bay Area Toll Authority | CCTA | BATA |
| Legislated Project Description | | RM3 Legislated Funding (in \$1,000s) |
| (25) Fund eastbound and westbound improvements in the Richmond-San Rafael Bridge corridor, including a direct connector from northbound Highway 101 to eastbound Interstate 580, westbound access and operational improvements in the vicinity of the toll plaza east of the bridge in Contra Costa County, and Richmond Parkway interchange improvements. Of the amount allocated to this project, one hundred thirty-five million dollars (\$135,000,000) shall be dedicated to the direct connector from northbound Highway 101 to eastbound Interstate 580 in Marin County and seventy-five million dollars (\$75,000,000) shall be dedicated to the projects in Contra Costa County. One hundred thirty five million dollars (\$135,000,000). | | \$75,000 |
| Sponsor Programming and Allocation Request Action | | |
| BATA approved the allocation resolution, Resolution No. 24-0057, on January 24, 2024. | | |
| Detailed Project/Subproject Description | | |
| The purpose of the proposed project is to identify and implement infrastructure improvements on Richmond Parkway in the City of Richmond to address traffic congestion as local and regional traffic attempt to access westbound I-580. | | |



Regional Measure 3

Allocation of Funds

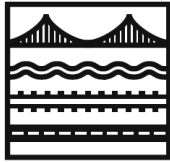
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

| | |
|---------------------------|---|
| RM3 Project Number | 25.2 |
| Project Title | I-580 Richmond Parkway Interchange Operational Improvements Project |
| Project Sponsor | Bay Area Toll Authority |

Project Funding Plan

Project Schedule

| Phase | Funding Source | Committed? (Yes/No) | Total Amount (\$1,000s) | Start | End |
|------------------------------|----------------|------------------------|----------------------------|--------|--------|
| ENV | RM3 | Yes | \$ 950 | Jun-24 | Sep-24 |
| | | | | | |
| | | | | | |
| | ENV Subtotal | | \$ 950 | | |
| PSE | RM3 | Yes | \$ 550 | Sep-24 | May-25 |
| | | | | | |
| | | | | | |
| | PSE Subtotal | | \$ 550 | | |
| ROW | | | | | |
| | | | | | |
| | | | | | |
| | ROW Subtotal | | \$ - | | |
| CON | RM3 | Yes | \$ 5,500 | Jun-25 | Jun-26 |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | CON Subtotal | | \$ 5,500 | | |
| Capital Funding Total | | | \$ 7,000 | | |



Regional Measure 3

Allocation of Funds

Cash Flow Plan

| | |
|---------------------------|---|
| RM3 Project Number | 25.2 |
| Project Title | I-580 Richmond Parkway Interchange Operational Improvements Project |
| Project Sponsor | Bay Area Toll 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 | PA&ED | | | \$ 950 | | | | \$ 950 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| ENV Subtotal | | \$ - | \$ - | \$ 950 | \$ - | \$ - | \$ - | \$ 950 |
| RM3 | PSE | | | | \$ 550 | | | \$ 550 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| PSE Subtotal | | \$ - | \$ - | \$ - | \$ 550 | \$ - | \$ - | \$ 550 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| ROW Subtotal | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RM3 | CON | | | | \$ 1,300 | \$ 4,200 | | \$ 5,500 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| CON Subtotal | | \$ - | \$ - | \$ - | \$ 1,300 | \$ 4,200 | \$ - | \$ 5,500 |
| RM 3 Funding Subtotal | | \$ - | \$ - | \$ 950 | \$ 1,850 | \$ 4,200 | \$ - | \$ 7,000 |
| Capital Funding Total | | \$ - | \$ - | \$ 950 | \$ 1,850 | \$ 4,200 | \$ - | \$ 7,000 |

Date: February 28, 2024
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4632

This resolution approves the allocation of Regional Measure 3 funds for Cutting Boulevard Transit Improvements project in Contra Costa County, sponsored by the Bay Area Toll Authority (BATA).

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 \$0.450 million in RM3 funds to the environmental phase for the Cutting Boulevard Transit Improvements project in Contra Costa County.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated February 14, 2024.

Date: February 28, 2024
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for Cutting Boulevard Transit Improvements project in Contra Costa County.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4632

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 Cutting Boulevard Transit Improvements project in Contra Costa County (PROJECT) is part of the programmatic category of projects identified within capital project number 25 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 BATA (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

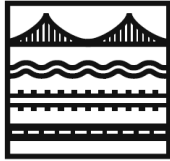
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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 February 28, 2024.



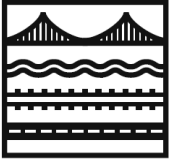
Regional Measure 3

Allocation of Funds

Allocation Summary

| | |
|---------------------------|--|
| RM3 Project Number | 25.3 |
| Project Title | Cutting Boulevard Transit Improvements Project |
| Project Sponsor | Bay Area Toll Authority |

| Activities to be funded with Allocation #1: | | | | | |
|---|------------------|-------|-----------------------|--------------------|----------------------|
| This allocation will fund the environmental phase of the Cutting Boulevard Transit Improvements Project in Contra Costa County. | | | | | |
| Funding Information: | | | | | |
| Allocation Instruction No. | Approval Date | Phase | Reimbursement Year | Expiration Date | Allocation Amount |
| 24463201 | 28-Feb-24 | PA&ED | FY 2023-24 | 30-Jun-26 | \$ 450,000 |
| Cumulative Total - Allocation 1 | | | | | \$ 450,000 |
| Cumulative Total - Project 25.3 | | | | | \$ 450,000 |



Regional Measure 3

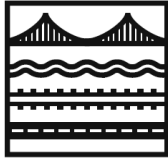
Allocation of Funds

Conditions of Allocation

| | |
|---------------------------|--|
| RM3 Project Number | 25.3 |
| Project Title | Cutting Boulevard Transit Improvements Project |
| Project Sponsor | Bay Area Toll Authority |

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

| Conditions of Allocation #1 | |
|-----------------------------|-------|
| 1 | None. |
| 2 | |

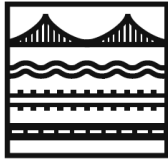


Regional Measure 3

Allocation of Funds

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

| | | |
|--|--|---------------------|
| RM3 Project Number | 25.3 | |
| Project Title | Cutting Boulevard Transit Improvements Project | |
| Lead Sponsor(s) | Other Sponsor(s) | Implementing Agency |
| Bay Area Toll Authority | CCTA | BATA |
| Legislated Project Description | RM3 Legislated Funding (in \$1,000s) | |
| (25) Fund eastbound and westbound improvements in the Richmond-San Rafael Bridge corridor, including a direct connector from northbound Highway 101 to eastbound Interstate 580, westbound access and operational improvements in the vicinity of the toll plaza east of the bridge in Contra Costa County, and Richmond Parkway interchange improvements. Of the amount allocated to this project, one hundred thirty-five million dollars (\$135,000,000) shall be dedicated to the direct connector from northbound Highway 101 to eastbound Interstate 580 in Marin County and seventy-five million dollars (\$75,000,000) shall be dedicated to the projects in Contra Costa County. One hundred thirty five million dollars (\$135,000,000). | \$75,000 | |
| Sponsor Programming and Allocation Request Action | | |
| BATA approved the allocation resolution, Resolution No. 24-0057, on January 24, 2024. | | |
| Detailed Project/Subproject Description | | |
| The purpose of the proposed project is to improve transit access and operations in the corridor by implementing Transit Signal Priority (TSP) and bus stop improvements along Cutting Boulevard in the City of Richmond for the Golden Gate Transit Route 580, which serves travel across the Richmond-San Rafael Bridge. The TSP will benefit both Golden Gate Transit and AC Transit service along Cutting Boulevard. The project will include signal controller and other related upgrades to support TSP along Cutting Boulevard west of I-80 to the I-580 on and off-ramps. | | |



Regional Measure 3

Allocation of Funds

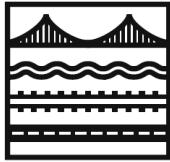
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

| | |
|---------------------------|--|
| RM3 Project Number | 25.3 |
| Project Title | Cutting Boulevard Transit Improvements Project |
| Project Sponsor | Bay Area Toll Authority |

Project Funding Plan

Project Schedule

| Phase | Funding Source | Committed? (Yes/No) | Total Amount (\$1,000s) | Start | End |
|------------------------------|----------------|------------------------|----------------------------|--------|--------|
| ENV | RM3 | Yes | \$ 450 | Apr-24 | Jul-24 |
| | | | | | |
| | | | | | |
| | ENV Subtotal | | \$ 450 | | |
| PSE | RM3 | Yes | \$ 150 | Jul-24 | Aug-24 |
| | | | | | |
| | | | | | |
| | PSE Subtotal | | \$ 150 | | |
| ROW | | | | | |
| | | | | | |
| | | | | | |
| | ROW Subtotal | | \$ - | | |
| CON | RM3 | Yes | \$ 2,400 | Sep-24 | Aug-25 |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | CON Subtotal | | \$ 2,400 | | |
| Capital Funding Total | | | \$ 3,000 | | |



Regional Measure 3

Allocation of Funds

Cash Flow Plan

| | |
|---------------------------|--|
| RM3 Project Number | 25.3 |
| Project Title | Cutting Boulevard Transit Improvements Project |
| Project Sponsor | Bay Area Toll 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 | PA&ED | | | \$ 450 | | | | \$ 450 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| ENV Subtotal | | \$ - | \$ - | \$ 450 | \$ - | \$ - | \$ - | \$ 450 |
| RM3 | PSE | | | | \$ 150 | | | \$ 150 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| PSE Subtotal | | \$ - | \$ - | \$ - | \$ 150 | \$ - | \$ - | \$ 150 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| ROW Subtotal | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RM3 | CON | | | | | \$ 2,400 | | \$ 2,400 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| CON Subtotal | | \$ - | \$ - | \$ - | \$ - | \$ 2,400 | \$ - | \$ 2,400 |
| RM 3 Funding Subtotal | | \$ - | \$ - | \$ 450 | \$ 150 | \$ 2,400 | \$ - | \$ 3,000 |
| Capital Funding Total | | \$ - | \$ - | \$ 450 | \$ 150 | \$ 2,400 | \$ - | \$ 3,000 |



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0142 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 1/4/2024 **In control:** Programming and Allocations Committee

On agenda: 2/14/2024 **Final action:**

Title: MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-27.

Sponsors:

Indexes:

Code sections:

Attachments: [2f 24-0142 Summary Sheet Res 4545 2023-27 TIP Revision Summary.pdf](#)
[2f 24-0142 Attachment A TIP 2023-27 Revision Summary MTC Resolution No 4545.pdf](#)
[2f 24-0142 MTC Resolution No 4545 Revised.pdf](#)

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

Subject:
MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-27.

Presenter:
John Saelee

Recommended Action:
Commission Approval

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 14, 2024

Agenda Item 2f - 24-0142

MTC Resolution No. 4545, Revised

Subject:

2023 Transportation Improvement Program (TIP) Amendment 2023-27.

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 2023-27 makes revisions to 12 projects with a net funding increase of \$180.7 million. Among other changes this revision will:

- Add six new projects to the TIP and update three existing projects to reflect changes in the One Bay Area Grant (OBAG) 2 and 3 programs, Carbon Reduction Program (CRP), and Transit Capital Priorities (TCP) program;
- Add Alameda County's Lower San Lorenzo Creekway Trail project to the TIP to reflect the award of \$17.2 million in Active Transportation Program (ATP) funds; and
- Add San Francisco Municipal Transportation Agency's (SFMTA) Howard Streetscape Improvement project to the TIP to reflect the award of \$23 million in FY22 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant.

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:

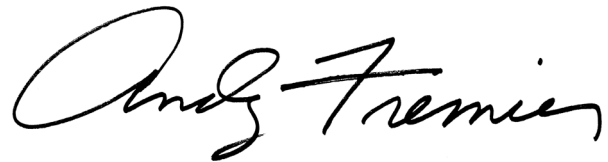
None.

Recommendations:

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

Attachments:

- Attachment A: Summary Report of Amended Projects for TIP Amendment 2023-27
- MTC Resolution No. 4545, Revised



Andrew B. Fremier

TIP Revision Summary 2023-27

| TIP ID | Sponsor | Project Name | Description of Change | Funding Change (\$) | Funding Change (%) |
|------------------------------|--|--|---|---------------------|--------------------|
| System: Local Road | | | | | |
| ALA230224 | Alameda County | Lower San Lorenzo Creekway Trail | Amend a new project into the TIP with \$17.2M in ATP, \$1.2M in RTP-LRP, \$2.6M in Local Private Developer fees, and \$3M in Local funds | \$23,934,994 | ~% |
| ALA230225 | Alameda (City) | Parking Pricing And Curb Management Strategies | Amend a new project into the TIP with \$742K in CMAQ and \$186K in Local General funds | \$927,702 | ~% |
| SF-230208 | Port of San Francisco | POSF-MTC Parking Management Pilot | Amend a new project into the TIP to add \$200K in CMAQ funds and \$26K in Local funds | \$225,912 | ~% |
| SF-230209 | San Francisco Municipal Transport Agency (SFMTA) | Pay or Permit Parking Program Expansion | Amend a new project into the TIP with \$1.5M in STP and \$194K in Local funds | \$1,687,564 | ~% |
| SF-230210 | San Francisco Municipal Transport Agency (SFMTA) | Howard Streetscape Improvement Project | Amend a new project into the TIP with \$5M Local, \$2.5M in Local Sales tax, \$18.2 in local development fees and \$23M in Other Federal (FY22 RAISE grant award) | \$48,744,000 | ~% |
| VAR230207 | Bay Area Rapid Transit District (BART) | Electric Vehicle Charging at BART Stations | Amend a new project into the TIP with \$5.9M in CRP and \$894K in Local funds | \$6,793,969 | ~% |
| System: State Highway | | | | | |
| NAP190007 | Metropolitan Transportation Commission (MTC) | Napa Valley Forward: Safety and Operational Impv | Update the funding plan to reprogram \$750K from CON to ROW phase | \$0 | 0.0% |
| System: Transit | | | | | |
| CC-210016 | Western Contra Costa Transit Authority (WestCAT) | WestCAT Purchase Intercity Buses | Update the project name, activities, and description to reflect the updated project activities. | \$0 | 0.0% |
| MRN230211 | Marin County Transit District | MCTD- Onboard Technology | Amend a new project into the TIP with \$1M in 5307 and \$250K in Local Sales tax funds | \$1,250,000 | ~% |
| REG230202 | Metropolitan Transportation Commission (MTC) | Regional Mapping and Wayfinding | Update the funding plan to add \$6.6M in CMAQ, \$2.4M in STA, \$1.4M in 5307, \$1.8M in Other State, and \$17.3M in RTP-LRP | \$29,494,322 | 819.3% |
| SF-230204 | San Francisco Municipal Transport Agency (SFMTA) | SFMTA Facility Development -- Battery Electric Bus | Update the funding plan to add \$30.1M in 5339 Discretionary (FTA Low-No) and \$7.5M in Local General funds | \$37,660,473 | 19.5% |
| VAR230208 | Metropolitan Transportation Commission (MTC) | GL: Bus Accelerated Infrastructure Delivery | Amend a new group listing into the TIP with \$15M in CMAQ and \$15M in Local funds | \$30,000,000 | ~% |
| Total Funding Change: | | | | \$180,718,936 | |

| TIP Revision Summary | | | | | | |
|----------------------|---------------|-------------|----------|---------------|---------------|---------------|
| | Federal | State | Regional | Local | Total | 2023 TIP Only |
| Current: | \$25,902,942 | \$0 | \$0 | \$187,501,736 | \$213,404,678 | \$23,680,678 |
| Proposed: | \$128,543,180 | \$4,218,462 | \$0 | \$261,361,972 | \$394,123,614 | \$166,164,620 |
| Delta: | \$102,640,238 | \$4,218,462 | \$0 | \$73,860,236 | \$180,718,936 | \$142,483,942 |

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
01/24/24-C 02/28/24-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, December 13, 2023, January 10, 2024, and February 28, 2024.

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 | 1/10/2023 | 1/10/2023 |
| 2023-02 | Amendment | 35 | \$86,051,248 | 12/21/2022 | 1/27/2023 |
| 2023-03 | Admin. Mod | 4 | \$26,192,990 | 2/10/2023 | 2/10/2023 |
| 2023-04 | Admin. Mod | 3 | \$2,673,000 | 3/16/2023 | 3/16/2023 |
| 2023-05 | Amendment | 7 | \$10,070,346 | 2/22/2023 | 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 |

ABSTRACT

MTC Resolution No. 4475, Revised

Page 2

| | | | | | |
|-------------------------|------------|---------|-----------------|------------|------------|
| 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 | 8/30/2023 |
| 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 | 1/5/2024 |
| 2023-22 | Admin Mod | 54 | -\$14,865,719) | 12/8/2023 | 12/8/2023 |
| 2023-23 | Amendment | 10 | \$30,600,070 | 12/20/2023 | Pending |
| 2023-24 | Admin Mod | 16 | \$61,294,909 | 1/11/2024 | 1/11/2024 |
| 2023-25 | Amendment | 23 | \$301,748,385 | 1/24/2024 | Pending |
| 2023-26 | Admin Mod | Pending | Pending | Pending | Pending |
| 2023-27 | Amendment | 12 | \$180,718,936 | 2/28/2024 | Pending |
| Net Funding Change | | 510 | \$5,255,725,382 | | |
| Absolute Funding Change | | | \$5,255,725,382 | | |

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
01/24/24-C 02/28/24-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-

Attachment B
MTC Resolution No. 4545
Page 2 of 12

COVID21 funds, \$9 million in Road Repair and Accountability Act (SB1) funds, \$27,100 in repurposed earmark funds, \$460,000 in Community Project Funding/Congressionally Directed Spending (CPFCDs), \$17 million in NHPP funds, \$8.5 million in FTA-COVID relief funds and \$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;

Attachment B
MTC Resolution No. 4545
Page 4 of 12

- 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.

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;

Attachment B
MTC Resolution No. 4545
Page 8 of 12

- 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.

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
- 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.

Attachment B
MTC Resolution No. 4545
Page 10 of 12

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.

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 was received on January 4, 2024, and final federal approval was received on January 5, 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 an administrative modification that revises 54 projects with a net funding decrease of \$14.9 million. The revision was approved into the Federal-Statewide TIP by the Chief Deputy Executive Director, on December 8, 2023. Among other changes, this revision:

- Updates the funding plans of 47 regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned and actual obligations;
- Updates the funding plans of three projects to reflect the addition of Repurposed Earmark funds, Caltrans Settlement fees, 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 plans and back-up listings of the Highway Bridge Program (HBP) and the Highway Safety Improvement Program (HSIP) funded group listings 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 \$50,000 in Repurposed Earmark funds, \$2.5M in FBP funds, \$50,000 in Regional Improvement Program (RIP) funds, \$32.6 million in HBP funds, \$313,000 in Local Bridge Seismic Retrofit Account (LBSRA) funds, and \$1.2 million in HSIP

funds. MTC's 2023 TIP, as revised with Revision No. 2023-22, 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 2023-23 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:

- Adds seven new projects to reflect changes in the One Bay Area Grant (OBAG) 2 and 3 and Carbon Reduction Program (CRP) programs;
- Updates 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
- Adds 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.

Revision 2023-24 is an administrative modification that revises 25 projects with a net funding increase of \$61.3 million. The revision was approved into the Federal-Statewide TIP by the Chief Deputy Executive Director, on January 11, 2024. Among other changes, this revision:

- Updates the funding plans of six regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds;
- Updates the funding plans of four individually-listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program;
- Updates the funding plan of the Golden Gate Bridge Seismic Retrofit project to reflect the award of a \$400 million Bridge Investment Program (BIP) Grant; and
- Updates the funding plans and back-up listings of the Federal Lands Highways Program and Tribal Transportation Program (FLHP-TTP) and three State Highway Operation and Protection Program (SHOPP)-funded group listings 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 FLHP-TTP funds and \$61.3 million in SHOPP funds. MTC's 2023 TIP, as revised with Revision No. 2023-24, 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 2023-25 is an amendment that revises 23 projects with a net funding increase of \$301.7 million. The revision was referred by the Programming and Allocations Committee on January 10, 2024, and approved by the MTC Commission on January 24, 2024. Caltrans approval is

Attachment B
MTC Resolution No. 4545
Page 12 of 12

expected in February, and final federal approval is expected in March 2024. Among other changes, this revision:

- Adds six new projects to the TIP and update two existing projects to reflect changes in the One Bay Area Grant (OBAG) 2 and 3 programs and Transit Capital Priorities (TCP) program;
- Adds two Alameda Contra Costa County Transit District (AC Transit) projects to the TIP to reflect the award of FY23 FTA Bus Low- and No-Emission Grant funds; and
- Add eight projects and revise two existing projects to reflect the award of Community Project Funding/Congressionally Directed Spending (CPF/CDS) funds, Repurposed Earmarks, Safe Streets For All (SS4A) grants, and Transit and Intercity Rail Capital Program (TIRCP) funds.

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

Revision 2023-26 is a pending administrative modification.

Revision 2023-27 is an amendment that revises 12 projects with a net funding increase of \$180.7 million. The revision was referred by the Programming and Allocations Committee on February 14, 2024, and approved by the MTC Commission on February 28, 2024. Caltrans approval is expected in March, and final federal approval is expected in April 2024. Among other changes, this revision:

- Adds six new projects to the TIP and update three existing projects to reflect changes in the One Bay Area Grant (OBAG) 2 and 3 programs, Carbon Reduction Program (CRP), and Transit Capital Priorities (TCP) program;
- Adds Alameda County's Lower San Lorenzo Creekway Trail project to the TIP to reflect the award of \$17.2 million in Active Transportation Program (ATP) funds; and
- Adds San Francisco Municipal Transportation Agency's (SFMTA) Howard Streetscape Improvement project to the TIP to reflect the award of \$23 million in FY22 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant.

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0136 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 1/4/2024 **In control:** Programming and Allocations Committee
On agenda: 2/14/2024 **Final action:**
Title: MTC Resolution No. 4629, FY 2024-25 MTC Fund Estimate.

Annual Fund Estimate and proposed apportionment and distribution of approximately \$1 billion in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2024-25.

Sponsors:

Indexes:

Code sections:

Attachments: [3a 24-0136 Summary Sheet MTC Resolution No 4629 Fund Estimate.pdf](#)
[3a 24-0136 MTC Resolution No 4629.pdf](#)
[3a 24-0136 Fund Estimate Presentation.pdf](#)

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

Subject:

MTC Resolution No. 4629, FY 2024-25 MTC Fund Estimate.

Annual Fund Estimate and proposed apportionment and distribution of approximately \$1 billion in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2024-25.

Presenter:

Terence Lee

Recommended Action:

Commission Approval

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 14, 2024

Agenda Item 3a - 24-0136

MTC Resolution No. 4629. FY 2024-25 MTC Fund Estimate

Subject:

Annual Fund Estimate and proposed apportionment and distribution of approximately \$1 billion in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, Low Carbon Transit Operations Program (LCTOP) funds, and Senate Bill (SB) 125 funds for transit operating assistance for FY 2024-25.

Background:

MTC is required by state statute to prepare and adopt an annual fund estimate of TDA Local Transportation Fund (LTF) ¼ cent sales tax revenues for the upcoming fiscal year by March 1st. This estimate assists the Bay Area's transit operators in budgeting for the next fiscal year, in this case FY 2024-25. The fund estimate prepared by MTC also includes several other fund sources which MTC allocates to transit operators, primarily for operations.

Economic Overview

The Bay Area economy has improved since the initial shocks caused by the Covid-19 pandemic. Unemployment rates improved in 2021 and 2022, but declined in 2023 across all counties, with four Bay Area counties tracking above the national average. Similarly, the population continues to decline both in the Bay Area and statewide, with the regional population declining at a faster rate. All these factors could impact transit operating revenues significantly. Accordingly, it is prudent for transit operators to continue to budget with great caution.

Transportation Development Act (TDA)

State law requires county auditors to submit annual estimates of the ¼-cent TDA sales tax revenue generation to MTC by February 1st. A summary of the county auditors' mid-year estimates indicate that regional TDA revenue generation is expected to decline by 4% relative to original estimates in the current year of FY 2023-24 to \$497 million, with a subsequent increase of 2.4% in FY 2023-24 to \$509 million.

Assembly Bill 1107 (AB 1107)

A portion (25%) of BART's half-cent sales tax revenue generated in Alameda, Contra Costa, and San Francisco counties is subject to allocation by MTC, and MTC staff is responsible for estimating the annual revenue generation. Based on actual performance to date along with sales tax projections from county auditor offices, staff proposes to retain the \$104 million estimate for both FY 2023-24 and FY 2024-25. This amount would be split evenly between SFMTA and AC Transit per longstanding Commission policy.

State Transit Assistance (STA)

The State Controllers Office estimates \$931 million in STA funds will be available statewide in FY 2024-25. Based on this estimate, the Bay Area would receive approximately \$340 million (\$250 million in Revenue-Based and \$90 million in Population-Based) in FY 2024-25 STA funds.

While the Fund Estimate will reflect the latest available information from the State Controller's Office (SCO) for the current year (FY 2023-24) estimates, the Governor's Proposed FY 2024-25 budget forecasts a decline in FY 2023-24 STA revenues. If the estimates in the Governor's Proposed Budget are correct, the Bay Area will see a reduction of \$34 million in STA revenues in FY 2023-24 from the most recent estimates from the SCO. Staff will return to the Commission to update the estimates following the state budget approval later this year; however, transit agencies should be aware of and prepare for the fact that current year STA revenue may be less than originally forecasted.

State of Good Repair (SGR) Program

Senate Bill (SB) 1 established the State of Good Repair (SGR) Program which will bring \$47 million to the Bay Area in FY 2024-25 for transit capital state of good repair projects. The funds from the SGR Program follow the same state-wide distribution policies as the regular STA program, with a Revenue-Based and Population-Based program.

Bridge Tolls

In April 2010, MTC Resolution No. 3948 resulted in a lump sum payment from BATA to MTC for an amount equal to the 50-year present value of AB 664, RM 1, and 2% Toll revenue. Future

payments from these toll revenues will be made from this lump sum, in accordance with Commission policies established in MTC Resolution Nos. 4015 and 4022.

Cap and Trade – Low Carbon Transit Operations Program (LCTOP)

The FY 2024-25 Fund Estimate includes details on funding that will flow to the region through the Low Carbon Transit Operations Program, which is a component of the state Cap and Trade program. In FY 2024-25, the region is projected to receive \$67 million from the program based on an estimate from Governor Newsom’s proposed FY 2024-25 State Budget. Apportionments of these funds are guided by Caltrans policies for the Revenue-Based program (which are the same as the STA Revenue-Based program) and by the MTC Commission for the Population-Based program through the MTC Cap and Trade Framework (MTC Resolution No. 4130, Revised).

Senate Bill 125 (SB 125) Transit Funding

In November 2023, the Commission adopted MTC Resolution No. 4619 which established a distribution framework for SB 125 funding, including \$171.2 million in FY 2024-25. These funds will be tracked in the MTC Fund Estimate and will be updated as funds are committed and as additional funding is made available in subsequent fiscal years.

Issues:

1. BART Feeder Bus Agreement – A 1997 agreement between BART and four East Bay bus operators (County Connection, LAVTA, Tri-Delta, and WestCAT) established a funding mechanism for BART to support feeder bus operators using BART’s STA Revenue-Based and TDA sales tax funds. Initial payment amounts were established by transition agreements, and subsequent payments over the last 25 years have been calculated based on growth of AB 1107 ½-cent sales tax revenues. BART had communicated an interest to amend the agreement before the pandemic and has recently expressed greater urgency given its looming fiscal cliff.

In advance of the FY 2023-24 Fund Estimate, BART and feeder bus operators agreed to a 15% reduction in FY 2022-23 payments, and 25% in FY 2023-24 payments. Staff recommendation is to maintain the same percentage reduction as FY2023-24, as this aligns with the assumptions that inform the SB 125 distribution framework. The precise

distribution of the reduced payment between the bus operators may be adjusted based on operator feedback. In subsequent years, MTC and the relevant transit agencies will need to evaluate the sustainability of feeder bus subsidy payments from BART, given the uncertainty surrounding the level of revenue that will be available to support transit operations. MTC staff will continue engagement with BART and the feeder service operators on this topic.

Recommendations:

Refer MTC Resolution No. 4629 to the Commission for approval.

Attachments:

- MTC Resolution No. 4629
- Attachment A: Fund Estimate – Regional Summary
- Attachment B: Presentation slides

Andrew B. Fremier

Date: February 28, 2024
W.I.: 1511
Referred by: PAC

ABSTRACT

MTC Resolution No. 4629

This resolution approves the FY 2024-25 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill (AB) 1107 sales tax, Low Carbon Transit Operations (LCTOP) cap-and-trade auction revenues, transit-related bridge toll funds, and Senate Bill (SB) 125 funds for transit operating assistance.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated February 14, 2024.

Date: February 28, 2024
W.I.: 1511
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2024-25

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4629

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

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

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2023-24 and FY 2024-25 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

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

WHEREAS, all area apportionments of TDA funds for the 2024-25 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

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

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

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2024-25 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2024-25 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on February 28, 2024.

**FY 2024-25 FUND ESTIMATE
REGIONAL SUMMARY**

Attachment A
Res No. 4629
Page 1 of 19
2/28/2024

TDA REGIONAL SUMMARY TABLE

| Column | A | B | C | D | E | F | G | H=Sum(A:G) |
|-----------------------------|----------------------|---|----------------------|-----------------------|----------------------------------|----------------------|--------------------------|--------------------------|
| | 6/30/2023 | FY2022-24 | FY2023-24 | FY2023-24 | FY2023-24 | FY2024-25 | FY2024-25 | FY2024-25 |
| Apportionment Jurisdictions | Balance ¹ | Outstanding Commitments, Refunds, & Interest ² | Original Estimate | Revenue Adjustment | Revised Admin. & Planning Charge | Revenue Estimate | Admin. & Planning Charge | Available for Allocation |
| Alameda | 50,671,967 | (121,777,896) | 113,845,387 | (10,340,581) | (4,140,192) | 104,539,854 | (4,181,594) | 128,616,944 |
| Contra Costa | 53,390,374 | (79,427,355) | 60,006,712 | (3,285,200) | (2,268,860) | 58,423,157 | (2,336,927) | 84,501,900 |
| Marin | 268,925 | (12,988,604) | 14,839,778 | 2,311,280 | (686,042) | 17,494,079 | (699,762) | 20,539,655 |
| Napa | 5,176,302 | (12,237,155) | 12,368,198 | (122,121) | (489,843) | 12,490,999 | (499,640) | 16,686,740 |
| San Francisco | 6,292,656 | (810,261) | 51,445,000 | (2,477,500) | (1,958,700) | 50,292,500 | (2,011,701) | 100,771,995 |
| San Mateo | 13,838,281 | (2,143,708) | 60,360,105 | (5,164,400) | (2,207,828) | 58,595,049 | (2,343,801) | 120,933,697 |
| Santa Clara | 12,071,491 | (146,726,118) | 145,007,000 | (655,663) | (5,774,053) | 147,383,000 | (5,895,320) | 145,410,337 |
| Solano | 45,432,860 | (38,665,021) | 27,790,758 | 857,224 | (1,888,475) | 28,647,982 | (1,888,475) | 60,286,854 |
| Sonoma | 35,278,789 | (39,684,743) | 33,200,000 | (2,600,000) | (1,224,000) | 31,500,000 | (1,260,000) | 55,210,046 |
| TOTAL | \$222,421,643 | (\$454,460,860) | \$518,862,938 | (\$21,476,960) | (\$20,637,993) | \$509,366,620 | (\$21,117,220) | \$732,958,168 |

STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, SGR PROGRAM, & SB125 REGIONAL SUMMARY TABLE

| Column | A | B | C | D | E=Sum(A:D) |
|---|--|--|-------------------------------|----------------------------------|--|
| Fund Source | 6/30/2023 Balance (w/ interest) ¹ | FY2022-24 Outstanding Commitments ² | FY2023-24 Revenue Estimate | FY2024-25 Revenue Estimate | FY2024-25 Available for Allocation |
| State Transit Assistance | | | | | |
| Revenue-Based | 78,481,735 | (134,288,345) | 258,125,769 | 249,517,946 | 451,837,102 |
| Population-Based | 99,313,121 | (75,803,454) | 93,383,567 | 90,269,467 | 207,162,699 |
| SUBTOTAL | 177,794,856 | (210,091,799) | 351,509,336 | 339,787,413 | 658,999,801 |
| AB1107 - BART District Tax (25% Share) | 0 | (104,000,000) | 104,000,000 | 104,000,000 | 104,000,000 |
| Bridge Toll Total | | | | | |
| MTC 2% Toll Revenue | 8,965,253 | (6,735,076) | 1,450,000 | 1,450,000 | 5,130,176 |
| 5% State General Fund Revenue | 24,330,375 | (18,286,723) | 3,476,936 | 3,511,706 | 13,032,294 |
| SUBTOTAL | 33,295,628 | (25,021,799) | 4,926,936 | 4,961,706 | 18,162,470 |
| Low Carbon Transit Operations Program | 0 | 0 | 78,260,504 | 66,585,278 | 144,845,782 |
| State of Good Repair Program | | | | | |
| Revenue-Based ³ | 21,759 | (33,656,207) | 33,656,207 | 34,666,010 | 34,687,767 |
| Population-Based | 20,109,423 | (31,799,022) | 12,175,989 | 12,541,311 | 13,027,701 |
| SUBTOTAL | 20,131,181 | (65,455,229) | 45,832,196 | 47,207,321 | 47,715,468 |
| Senate Bill 125 Funding | 0 | 0 | 0 | 171,187,549 | 171,187,549 |
| TOTAL | \$231,221,665 | (\$404,568,827) | \$584,528,972 | \$733,729,266 | \$1,144,911,070 |

Please see Attachment A pages 2-19 for detailed information on each fund source.

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 1/31/24.

FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY

Attachment A
Res No. 4629
Page 2 of 19
2/28/2024

| FY2023-24 TDA Revenue Estimate | | | FY2024-25 TDA Revenue Estimate | | |
|---|--------------|-------------|---|-------------|--|
| FY2023-24 Generation Estimate Adjustment | | | FY2024-25 County Auditor's Generation Estimate | | |
| 1. Original County Auditor Estimate (Feb, 23) | 113,845,387 | | 13. County Auditor Estimate | 104,539,854 | |
| 2. Revised Estimate (Feb, 24) | 103,504,806 | | FY2024-25 Planning and Administration Charges | | |
| 3. Revenue Adjustment (Lines 2-1) | (10,340,581) | | 14. MTC Administration (0.5% of Line 13) | 522,699 | |
| FY2023-24 Planning and Administration Charges Adjustment | | | 15. County Administration (0.5% of Line 13) | 522,699 | |
| 4. MTC Administration (0.5% of Line 3) | (51,703) | | 16. MTC Planning (3.0% of Line 13) | 3,136,196 | |
| 5. County Administration (Up to 0.5% of Line 3) ⁴ | (51,703) | | 17. Total Charges (Lines 14+15+16) | 4,181,594 | |
| 6. MTC Planning (3.0% of Line 3) | (310,217) | | 18. TDA Generations Less Charges (Lines 13-17) | 100,358,260 | |
| 7. Total Charges (Lines 4+5+6) | (413,623) | | FY2024-25 TDA Apportionment By Article | | |
| 8. Adjusted Generations Less Charges (Lines 3-7) | (9,926,958) | | 19. Article 3.0 (2.0% of Line 18) | 2,007,165 | |
| FY2023-24 TDA Adjustment By Article | | | 20. Funds Remaining (Lines 18-19) | 98,351,095 | |
| 9. Article 3 Adjustment (2.0% of line 8) | (198,539) | | 21. Article 4.5 (5.0% of Line 20) | 4,917,555 | |
| 10. Funds Remaining (Lines 8-9) | | (9,728,419) | 22. TDA Article 4 (Lines 20-21) | 93,433,540 | |
| 11. Article 4.5 Adjustment (5.0% of Line 10) | (486,421) | | | | |
| 12. Article 4 Adjustment (Lines 10-11) | | (9,241,998) | | | |

| Column | A | B | C=Sum(A:B) | D | E | F | G | H=Sum(C:G) | I | J=Sum(H:I) |
|-----------------------------|------------------------|------------------|------------------------------------|--------------------------------------|--------------------|----------------------|----------------------|---------------------|----------------------|--------------------------|
| | 6/30/2023 | FY2022-23 | 6/30/2023 | FY2022-24 | FY2023-24 | FY2023-24 | FY2023-24 | 6/30/2024 | FY2024-25 | FY2024-25 |
| Apportionment Jurisdictions | Balance (w/o interest) | Interest | Balance (w/ interest) ¹ | Outstanding Commitments ² | Transfers/ Refunds | Original Estimate | Revenue Adjustment | Projected Carryover | Revenue Estimate | Available for Allocation |
| Article 3 | 7,484,280 | 113,954 | 7,598,234 | (6,265,191) | 0 | 2,185,831 | (198,539) | 3,320,335 | 2,007,165 | 5,327,500 |
| Article 4.5 | 897,011 | 15,071 | 912,082 | (5,780,948) | 0 | 5,355,287 | (486,421) | 0 | 4,917,555 | 4,917,555 |
| SUBTOTAL | 8,381,291 | 129,025 | 8,510,316 | (12,046,139) | 0 | 7,541,118 | (684,960) | 3,320,335 | 6,924,720 | 10,245,055 |
| Article 4 | | | | | | | | | | |
| AC Transit | | | | | | | | | | |
| District 1 | 8,408,316 | 103,272 | 8,511,588 | (68,058,207) | 0 | 65,495,586 | (5,948,967) | 0 | 60,180,711 | 60,180,711 |
| District 2 | 2,261,460 | 27,636 | 2,289,096 | (17,968,329) | 0 | 17,245,657 | (1,566,424) | 0 | 15,957,528 | 15,957,528 |
| BART ³ | 12,398 | 470 | 12,868 | (142,139) | 0 | 142,186 | (12,915) | 0 | 101,010 | 101,010 |
| LAVTA | 20,012,120 | 259,243 | 20,271,363 | (20,272,880) | 0 | 14,669,457 | (1,332,427) | 13,335,512 | 13,382,358 | 26,717,870 |
| Union City | 11,596,383 | 184,358 | 11,780,741 | (3,994,207) | 0 | 4,197,568 | (381,265) | 11,602,837 | 3,811,933 | 15,414,770 |
| SUBTOTAL | 42,290,676 | 574,980 | 42,865,656 | (110,435,762) | 0 | 101,750,453 | (9,241,998) | 24,938,349 | 93,433,540 | 118,371,889 |
| GRAND TOTAL | \$50,671,967 | \$704,005 | \$51,375,972 | (\$122,481,900) | \$0 | \$109,291,571 | (\$9,926,958) | \$28,258,684 | \$100,358,260 | \$128,616,944 |

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2022-23 allocations as of 1/31/24.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 15 of the Fund Estimate.

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

FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY

Attachment A
Res No. 4629
Page 3 of 19
2/28/2024

| FY2023-24 TDA Revenue Estimate | | | FY2024-25 TDA Revenue Estimate | | |
|---|-------------|--|---|------------|--|
| FY2023-24 Generation Estimate Adjustment | | | FY2024-25 County Auditor's Generation Estimate | | |
| 1. Original County Auditor Estimate (Feb, 23) | 60,006,712 | | 13. County Auditor Estimate | 58,423,157 | |
| 2. Revised Estimate (Feb, 24) | 56,721,512 | | FY2024-25 Planning and Administration Charges | | |
| 3. Revenue Adjustment (Lines 2-1) | (3,285,200) | | 14. MTC Administration (0.5% of Line 13) | 292,116 | |
| FY2023-24 Planning and Administration Charges Adjustment | | | 15. County Administration (0.5% of Line 13) | 292,116 | |
| 4. MTC Administration (0.5% of Line 3) | (16,426) | | 16. MTC Planning (3.0% of Line 13) | 1,752,695 | |
| 5. County Administration (Up to 0.5% of Line 3) ⁴ | (16,426) | | 17. Total Charges (Lines 14+15+16) | 2,336,927 | |
| 6. MTC Planning (3.0% of Line 3) | (98,556) | | 18. TDA Generations Less Charges (Lines 13-17) | 56,086,230 | |
| 7. Total Charges (Lines 4+5+6) | (131,408) | | FY2024-25 TDA Apportionment By Article | | |
| 8. Adjusted Generations Less Charges (Lines 3-7) | (3,153,792) | | 19. Article 3.0 (2.0% of Line 18) | 1,121,725 | |
| FY2023-24 TDA Adjustment By Article | | | 20. Funds Remaining (Lines 18-19) | 54,964,505 | |
| 9. Article 3 Adjustment (2.0% of line 8) | (63,076) | | 21. Article 4.5 (5.0% of Line 20) | 2,748,225 | |
| 10. Funds Remaining (Lines 8-9) | (3,090,716) | | 22. TDA Article 4 (Lines 20-21) | 52,216,280 | |
| 11. Article 4.5 Adjustment (5.0% of Line 10) | (154,536) | | | | |
| 12. Article 4 Adjustment (Lines 10-11) | (2,936,180) | | | | |

| Column | A | B | C=Sum(A:B) | D | E | F | G | H=Sum(C:G) | I | J=Sum(H:I) |
|-----------------------------|------------------------|--------------------|------------------------------------|--------------------------------------|--------------------|---------------------|----------------------|---------------------|---------------------|--------------------------|
| | 6/30/2023 | FY2022-23 | 6/30/2023 | FY2022-24 | FY2023-24 | FY2023-24 | FY2023-24 | 6/30/2024 | FY2024-25 | FY2024-25 |
| Apportionment Jurisdictions | Balance (w/o interest) | Interest | Balance (w/ interest) ¹ | Outstanding Commitments ² | Transfers/ Refunds | Original Estimate | Revenue Adjustment | Projected Carryover | Revenue Estimate | Available for Allocation |
| Article 3 | 2,563,551 | 96,839 | 2,660,390 | (3,639,952) | 0 | 1,152,129 | (63,076) | 109,491 | 1,121,725 | 1,231,216 |
| Article 4.5 | (10,399) | 12,575 | 2,177 | (2,199,046) | 0 | 2,822,716 | (154,536) | 471,311 | 2,748,225 | 3,219,536 |
| SUBTOTAL | 2,553,153 | 109,414 | 2,662,566 | (5,838,998) | 0 | 3,974,845 | (217,612) | 580,802 | 3,869,950 | 4,450,752 |
| Article 4 | | | | | | | | | | |
| AC Transit | | | | | | | | | | |
| District 1 | (14,932) | 22,036 | 7,104 | (8,963,624) | 0 | 9,475,264 | (518,744) | 0 | 9,213,421 | 9,213,421 |
| BART ³ | (2,072) | 2,245 | 173 | (213,924) | 0 | 226,131 | (12,380) | 0 | 218,572 | 218,572 |
| CCCTA | 41,352,632 | 1,220,820 | 42,573,452 | (40,558,854) | 0 | 24,796,860 | (1,357,559) | 25,453,899 | 24,036,247 | 49,490,146 |
| ECCTA | 4,558,250 | 189,645 | 4,747,895 | (19,836,177) | 0 | 15,962,167 | (873,884) | 0 | 15,660,711 | 15,660,711 |
| WCCTA | 4,943,344 | 96,434 | 5,039,778 | (5,656,372) | 0 | 3,171,176 | (173,613) | 2,380,969 | 3,087,329 | 5,468,298 |
| SUBTOTAL | 50,837,221 | 1,531,180 | 52,368,401 | (75,228,951) | 0 | 53,631,598 | (2,936,180) | 27,834,868 | 52,216,280 | 80,051,148 |
| GRAND TOTAL | \$53,390,374 | \$1,640,594 | \$55,030,967 | (\$81,067,949) | \$0 | \$57,606,443 | (\$3,153,792) | \$28,415,670 | \$56,086,230 | \$84,501,900 |

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2022-23 allocations as of 1/31/24.

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

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

FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY

Attachment A
Res No. 4629
Page 4 of 19
2/28/2024

| FY2023-24 TDA Revenue Estimate | | | FY2024-25 TDA Revenue Estimate | | |
|---|------------|-----------|---|------------|------------|
| FY2023-24 Generation Estimate Adjustment | | | FY2024-25 County Auditor's Generation Estimate | | |
| 1. Original County Auditor Estimate (Feb, 23) | 14,839,778 | | 13. County Auditor Estimate | 17,494,079 | |
| 2. Revised Estimate (Feb, 24) | 17,151,058 | | FY2024-25 Planning and Administration Charges | | |
| 3. Revenue Adjustment (Lines 2-1) | | 2,311,280 | 14. MTC Administration (0.5% of Line 13) | 87,470 | |
| FY2023-24 Planning and Administration Charges Adjustment | | | 15. County Administration (0.5% of Line 13) | 87,470 | |
| 4. MTC Administration (0.5% of Line 3) | 11,556 | | 16. MTC Planning (3.0% of Line 13) | 524,822 | |
| 5. County Administration (Up to 0.5% of Line 3) ⁴ | 11,556 | | 17. Total Charges (Lines 14+15+16) | | 699,762 |
| 6. MTC Planning (3.0% of Line 3) | 69,338 | | 18. TDA Generations Less Charges (Lines 13-17) | | 16,794,317 |
| 7. Total Charges (Lines 4+5+6) | | 92,450 | FY2024-25 TDA Apportionment By Article | | |
| 8. Adjusted Generations Less Charges (Lines 3-7) | | 2,218,830 | 19. Article 3.0 (2.0% of Line 18) | 335,886 | |
| FY2023-24 TDA Adjustment By Article | | | 20. Funds Remaining (Lines 18-19) | | 16,458,431 |
| 9. Article 3 Adjustment (2.0% of line 8) | 44,377 | | 21. Article 4.5 (5.0% of Line 20) | 0 | |
| 10. Funds Remaining (Lines 8-9) | | 2,174,453 | 22. TDA Article 4 (Lines 20-21) | | 16,458,431 |
| 11. Article 4.5 Adjustment (5.0% of Line 10) | 0 | | | | |
| 12. Article 4 Adjustment (Lines 10-11) | | 2,174,453 | | | |

TDA APPORTIONMENT BY JURISDICTION

| Column | A | B | C=Sum(A:B) | D | E | F | G | H=Sum(C:G) | I | J=Sum(H:I) |
|-----------------------------|------------------------|-----------------|------------------------------------|--------------------------------------|--------------------|---------------------|--------------------|---------------------|---------------------|--------------------------|
| | 6/30/2023 | FY2022-23 | 6/30/2023 | FY2022-24 | FY2023-24 | FY2023-24 | FY2023-24 | 6/30/2024 | FY2024-25 | FY2024-25 |
| Apportionment Jurisdictions | Balance (w/o interest) | Interest | Balance (w/ interest) ¹ | Outstanding Commitments ² | Transfers/ Refunds | Original Estimate | Revenue Adjustment | Projected Carryover | Revenue Estimate | Available for Allocation |
| Article 3 | 292,156 | 59,454 | 351,609 | (420,737) | 0 | 284,924 | 44,377 | 260,173 | 335,886 | 596,059 |
| Article 4.5 | | | | | | | | | | |
| SUBTOTAL | 292,156 | 59,454 | 351,609 | (420,737) | 0 | 284,924 | 44,377 | 260,173 | 335,886 | 596,059 |
| Article 4/8 | | | | | | | | | | |
| GGBHTD | (11,640) | 12,439 | 799 | (4,770,059) | 0 | 5,483,984 | 854,125 | 1,568,850 | 6,961,916 | 8,530,766 |
| Marin Transit | (11,591) | 12,222 | 632 | (7,881,923) | 0 | 8,477,279 | 1,320,328 | 1,916,315 | 9,496,515 | 11,412,830 |
| SUBTOTAL | (23,230) | 24,661 | 1,431 | (12,651,982) | 0 | 13,961,263 | 2,174,453 | 3,485,165 | 16,458,431 | 19,943,596 |
| GRAND TOTAL | \$268,925 | \$84,115 | \$353,040 | (\$13,072,719) | \$0 | \$14,246,187 | \$2,218,830 | \$3,745,338 | \$16,794,317 | \$20,539,655 |

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2022-23 allocations as of 1/31/24.

FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY

Attachment A
Res No. 4629
Page 5 of 19
2/28/2024

| FY2023-24 TDA Revenue Estimate | | | FY2024-25 TDA Revenue Estimate | | |
|---|------------|--|---|------------|--|
| FY2023-24 Generation Estimate Adjustment | | | FY2024-25 County Auditor's Generation Estimate | | |
| 1. Original County Auditor Estimate (Feb, 23) | 12,368,198 | | 13. County Auditor Estimate | 12,490,999 | |
| 2. Revised Estimate (Feb, 24) | 12,246,077 | | FY2024-25 Planning and Administration Charges | | |
| 3. Revenue Adjustment (Lines 2-1) | -122,121 | | 14. MTC Administration (0.5% of Line 13) | 62,455 | |
| FY2023-24 Planning and Administration Charges Adjustment | | | 15. County Administration (0.5% of Line 13) | 62,455 | |
| 4. MTC Administration (0.5% of Line 3) | (611) | | 16. MTC Planning (3.0% of Line 13) | 374,730 | |
| 5. County Administration (Up to 0.5% of Line 3) ⁴ | (611) | | 17. Total Charges (Lines 14+15+16) | 499,640 | |
| 6. MTC Planning (3.0% of Line 3) | (3,664) | | 18. TDA Generations Less Charges (Lines 13-17) | 11,991,359 | |
| 7. Total Charges (Lines 4+5+6) | (4,886) | | FY2024-25 TDA Apportionment By Article | | |
| 8. Adjusted Generations Less Charges (Lines 3-7) | (117,235) | | 19. Article 3.0 (2.0% of Line 18) | 239,827 | |
| FY2023-24 TDA Adjustment By Article | | | 20. Funds Remaining (Lines 18-19) | 11,751,532 | |
| 9. Article 3 Adjustment (2.0% of line 8) | (2,345) | | 21. Article 4.5 (5.0% of Line 20) | 587,577 | |
| 10. Funds Remaining (Lines 8-9) | (114,890) | | 22. TDA Article 4 (Lines 20-21) | 11,163,955 | |
| 11. Article 4.5 Adjustment (5.0% of Line 10) | (5,745) | | | | |
| 12. Article 4 Adjustment (Lines 10-11) | (109,145) | | | | |

TDA APPORTIONMENT BY JURISDICTION

| Column | A | B | C=Sum(A:B) | D | E | F | G | H=Sum(C:G) | I | J=Sum(H:I) |
|-----------------------------|------------------------|-----------------|------------------------------------|--------------------------------------|--------------------|---------------------|--------------------|---------------------|---------------------|--------------------------|
| | 6/30/2023 | FY2022-23 | 6/30/2023 | FY2022-24 | FY2023-24 | FY2023-24 | FY2023-24 | 6/30/2024 | FY2024-25 | FY2024-25 |
| Apportionment Jurisdictions | Balance (w/o interest) | Interest | Balance (w/ interest) ¹ | Outstanding Commitments ² | Transfers/ Refunds | Original Estimate | Revenue Adjustment | Projected Carryover | Revenue Estimate | Available for Allocation |
| Article 3 | 491,987 | 5,626 | 497,613 | (510,000) | 0 | 237,469 | (2,345) | 222,737 | 239,827 | 462,564 |
| Article 4.5 | 274,592 | 3,502 | 278,094 | (846,730) | 0 | 581,800 | (5,745) | 7,419 | 587,577 | 594,996 |
| SUBTOTAL | 766,580 | 9,128 | 775,707 | (1,356,730) | 0 | 819,269 | (8,090) | 230,156 | 827,404 | 1,057,560 |
| Article 4/8 | | | | | | | | | | |
| NVTA ³ | 4,409,722 | 42,412 | 4,452,134 | (10,931,965) | 0 | 11,054,201 | (109,145) | 4,465,225 | 11,163,955 | 15,629,180 |
| SUBTOTAL | 4,409,722 | 42,412 | 4,452,134 | (10,931,965) | 0 | 11,054,201 | (109,145) | 4,465,225 | 11,163,955 | 15,629,180 |
| GRAND TOTAL | \$5,176,302 | \$51,540 | \$5,227,841 | (\$12,288,695) | \$0 | \$11,873,470 | (\$117,235) | \$4,695,381 | \$11,991,359 | \$16,686,740 |

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2022-23 allocations as of 1/31/24.

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

FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY

Attachment A
Res No. 4629
Page 6 of 19
2/28/2024

| FY2023-24 TDA Revenue Estimate | | | FY2024-25 TDA Revenue Estimate | | |
|---|-------------|--|---|------------|--|
| FY2023-24 Generation Estimate Adjustment | | | FY2024-25 County Auditor's Generation Estimate | | |
| 1. Original County Auditor Estimate (Feb, 23) | 51,445,000 | | 13. County Auditor Estimate | 50,292,500 | |
| 2. Revised Estimate (Feb, 24) | 48,967,500 | | FY2024-25 Planning and Administration Charges | | |
| 3. Revenue Adjustment (Lines 2-1) | (2,477,500) | | 14. MTC Administration (0.5% of Line 13) | 251,463 | |
| FY2023-24 Planning and Administration Charges Adjustment | | | 15. County Administration (0.5% of Line 13) | 251,463 | |
| 4. MTC Administration (0.5% of Line 3) | (12,388) | | 16. MTC Planning (3.0% of Line 13) | 1,508,775 | |
| 5. County Administration (Up to 0.5% of Line 3) ⁴ | (12,388) | | 17. Total Charges (Lines 14+15+16) | 2,011,701 | |
| 6. MTC Planning (3.0% of Line 3) | (74,325) | | 18. TDA Generations Less Charges (Lines 13-17) | 48,280,799 | |
| 7. Total Charges (Lines 4+5+6) | (99,101) | | FY2024-25 TDA Apportionment By Article | | |
| 8. Adjusted Generations Less Charges (Lines 3-7) | (2,378,399) | | 19. Article 3.0 (2.0% of Line 18) | 965,616 | |
| FY2023-24 TDA Adjustment By Article | | | 20. Funds Remaining (Lines 18-19) | 47,315,183 | |
| 9. Article 3 Adjustment (2.0% of line 8) | (47,568) | | 21. Article 4.5 (5.0% of Line 20) | 2,365,759 | |
| 10. Funds Remaining (Lines 8-9) | (2,330,831) | | 22. TDA Article 4 (Lines 20-21) | 44,949,424 | |
| 11. Article 4.5 Adjustment (5.0% of Line 10) | (116,542) | | | | |
| 12. Article 4 Adjustment (Lines 10-11) | (2,214,289) | | | | |

TDA APPORTIONMENT BY JURISDICTION

| Column | A | B | C=Sum(A:B) | D | E | F | G | H=Sum(C:G) | I | J=Sum(H:I) |
|-----------------------------|------------------------|-----------|------------------------------------|--------------------------------------|--------------------|-------------------|--------------------|---------------------|------------------|--------------------------|
| | 6/30/2023 | FY2022-23 | 6/30/2023 | FY2022-24 | FY2023-24 | FY2023-24 | FY2023-24 | 6/30/2024 | FY2024-25 | FY2024-25 |
| Apportionment Jurisdictions | Balance (w/o interest) | Interest | Balance (w/ interest) ¹ | Outstanding Commitments ² | Transfers/ Refunds | Original Estimate | Revenue Adjustment | Projected Carryover | Revenue Estimate | Available for Allocation |
| Article 3 | 1,891,650 | 79,966 | 1,971,616 | (1,009,396) | 0 | 987,744 | (47,568) | 1,902,396 | 965,616 | 2,868,012 |
| Article 4.5 | 4,520,175 | 0 | 4,520,175 | 0 | 0 | 2,419,973 | (116,542) | 6,823,606 | 2,365,759 | 9,189,365 |
| SUBTOTAL | 6,411,825 | 79,966 | 6,491,791 | (1,009,396) | 0 | 3,407,717 | (164,110) | 8,726,002 | 3,331,375 | 12,057,377 |
| Article 4 | | | | | | | | | | |
| SFMTA | (119,169) | 119,169 | 0 | 0 | 0 | 45,979,483 | (2,214,289) | 43,765,194 | 44,949,424 | 88,714,618 |
| SUBTOTAL | (119,169) | 119,169 | 0 | 0 | 0 | 45,979,483 | (2,214,289) | 43,765,194 | 44,949,424 | 88,714,618 |
| GRAND TOTAL | \$6,292,656 | \$199,135 | \$6,491,791 | (\$1,009,396) | \$0 | \$49,387,200 | (\$2,378,399) | \$52,491,196 | \$48,280,799 | \$100,771,995 |

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2022-23 allocations as of 1/31/24.

FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY

Attachment A
Res No. 4629
Page 7 of 19
2/28/2024

| FY2023-24 TDA Revenue Estimate | | | FY2024-25 TDA Revenue Estimate | | |
|---|-------------|--|---|------------|--|
| FY2023-24 Generation Estimate Adjustment | | | FY2024-25 County Auditor's Generation Estimate | | |
| 1. Original County Auditor Estimate (Feb, 23) | 60,360,105 | | 13. County Auditor Estimate | 58,595,049 | |
| 2. Revised Estimate (Feb, 24) | 55,195,705 | | FY2024-25 Planning and Administration Charges | | |
| 3. Revenue Adjustment (Lines 2-1) | (5,164,400) | | 14. MTC Administration (0.5% of Line 13) | 292,975 | |
| FY2023-24 Planning and Administration Charges Adjustment | | | 15. County Administration (0.5% of Line 13) | 292,975 | |
| 4. MTC Administration (0.5% of Line 3) | (25,822) | | 16. MTC Planning (3.0% of Line 13) | 1,757,851 | |
| 5. County Administration (Up to 0.5% of Line 3) ⁴ | (25,822) | | 17. Total Charges (Lines 14+15+16) | 2,343,801 | |
| 6. MTC Planning (3.0% of Line 3) | (154,932) | | 18. TDA Generations Less Charges (Lines 13-17) | 56,251,248 | |
| 7. Total Charges (Lines 4+5+6) | (206,576) | | FY2024-25 TDA Apportionment By Article | | |
| 8. Adjusted Generations Less Charges (Lines 3-7) | (4,957,824) | | 19. Article 3.0 (2.0% of Line 18) | 1,125,025 | |
| FY2023-24 TDA Adjustment By Article | | | 20. Funds Remaining (Lines 18-19) | 55,126,223 | |
| 9. Article 3 Adjustment (2.0% of line 8) | (99,156) | | 21. Article 4.5 (5.0% of Line 20) | 2,756,311 | |
| 10. Funds Remaining (Lines 8-9) | (4,858,668) | | 22. TDA Article 4 (Lines 20-21) | 52,369,912 | |
| 11. Article 4.5 Adjustment (5.0% of Line 10) | (242,933) | | | | |
| 12. Article 4 Adjustment (Lines 10-11) | (4,615,735) | | | | |

TDA APPORTIONMENT BY JURISDICTION

| Column | A | B | C=Sum(A:B) | D | E | F | G | H=Sum(C:G) | I | J=Sum(H:I) |
|-----------------------------|------------------------|------------------|------------------------------------|--------------------------------------|--------------------|---------------------|----------------------|---------------------|---------------------|--------------------------|
| | 6/30/2023 | FY2022-23 | 6/30/2023 | FY2022-24 | FY2023-24 | FY2023-24 | FY2023-24 | 6/30/2024 | FY2024-25 | FY2024-25 |
| Apportionment Jurisdictions | Balance (w/o interest) | Interest | Balance (w/ interest) ¹ | Outstanding Commitments ² | Transfers/ Refunds | Original Estimate | Revenue Adjustment | Projected Carryover | Revenue Estimate | Available for Allocation |
| Article 3 | 4,002,861 | 143,865 | 4,146,726 | (2,598,444) | 0 | 1,158,914 | (99,156) | 2,608,040 | 1,125,025 | 3,733,065 |
| Article 4.5 | 491,773 | 40,375 | 532,149 | 0 | 0 | 2,839,339 | (242,933) | 3,128,555 | 2,756,311 | 5,884,866 |
| SUBTOTAL | 4,494,634 | 184,241 | 4,678,875 | (2,598,444) | 0 | 3,998,253 | (342,089) | 5,736,595 | 3,881,336 | 9,617,931 |
| Article 4 | | | | | | | | | | |
| SamTrans | 9,343,646 | 270,496 | 9,614,142 | 0 | 0 | 53,947,447 | (4,615,735) | 58,945,854 | 52,369,912 | 111,315,766 |
| SUBTOTAL | 9,343,646 | 270,496 | 9,614,142 | 0 | 0 | 53,947,447 | (4,615,735) | 58,945,854 | 52,369,912 | 111,315,766 |
| GRAND TOTAL | \$13,838,281 | \$454,736 | \$14,293,017 | (\$2,598,444) | \$0 | \$57,945,700 | (\$4,957,824) | \$64,682,449 | \$56,251,248 | \$120,933,697 |

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2022-23 allocations as of 1/31/24.

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

FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY

Attachment A
Res No. 4629
Page 8 of 19
2/28/2024

| FY2023-24 TDA Revenue Estimate | | | | | FY2024-25 TDA Revenue Estimate | | | | | |
|---|------------------------|-----------|------------------------------------|--------------------------------------|---|-------------------|--------------------|---------------------|------------------|--------------------------|
| FY2023-24 Generation Estimate Adjustment | | | | | FY2024-25 County Auditor's Generation Estimate | | | | | |
| 1. Original County Auditor Estimate (Feb, 23) | | | 145,007,000 | | 13. County Auditor Estimate | | | | 147,383,000 | |
| 2. Revised Estimate (Feb, 24) | | | 144,351,337 | | FY2024-25 Planning and Administration Charges | | | | | |
| 3. Revenue Adjustment (Lines 2-1) | | | | (655,663) | 14. MTC Administration (0.5% of Line 13) | | | 736,915 | | |
| FY2023-24 Planning and Administration Charges Adjustment | | | | | 15. County Administration (0.5% of Line 13) | | | 736,915 | | |
| 4. MTC Administration (0.5% of Line 3) | | | (3,278) | | 16. MTC Planning (3.0% of Line 13) | | | 4,421,490 | | |
| 5. County Administration (Up to 0.5% of Line 3) ⁴ | | | (3,278) | | 17. Total Charges (Lines 14+15+16) | | | | 5,895,320 | |
| 6. MTC Planning (3.0% of Line 3) | | | (19,670) | | 18. TDA Generations Less Charges (Lines 13-17) | | | | 141,487,680 | |
| 7. Total Charges (Lines 4+5+6) | | | | (26,226) | FY2024-25 TDA Apportionment By Article | | | | | |
| 8. Adjusted Generations Less Charges (Lines 3-7) | | | | (629,437) | 19. Article 3.0 (2.0% of Line 18) | | | 2,829,754 | | |
| FY2023-24 TDA Adjustment By Article | | | | | 20. Funds Remaining (Lines 18-19) | | | | 138,657,926 | |
| 9. Article 3 Adjustment (2.0% of line 8) | | | (12,589) | | 21. Article 4.5 (5.0% of Line 20) | | | 6,932,896 | | |
| 10. Funds Remaining (Lines 8-9) | | | | (616,848) | 22. TDA Article 4 (Lines 20-21) | | | | 131,725,030 | |
| 11. Article 4.5 Adjustment (5.0% of Line 10) | | | (30,842) | | | | | | | |
| 12. Article 4 Adjustment (Lines 10-11) | | | | (586,006) | | | | | | |
| TDA APPORTIONMENT BY JURISDICTION | | | | | | | | | | |
| Column | A | B | C=Sum(A:B) | D | E | F | G | H=Sum(C:G) | I | J=Sum(H:I) |
| | 6/30/2023 | FY2022-23 | 6/30/2023 | FY2022-24 | FY2023-24 | FY2023-24 | FY2023-24 | 6/30/2024 | FY2024-25 | FY2024-25 |
| Apportionment Jurisdictions | Balance (w/o interest) | Interest | Balance (w/ interest) ¹ | Outstanding Commitments ² | Transfers/ Refunds | Original Estimate | Revenue Adjustment | Projected Carryover | Revenue Estimate | Available for Allocation |
| Article 3 | 7,906,741 | 260,582 | 8,167,323 | (7,059,835) | 0 | 2,784,134 | (12,589) | 3,879,033 | 2,829,754 | 6,708,787 |
| Article 4.5 | 208,238 | 5,302 | 213,540 | (7,001,645) | 0 | 6,821,129 | (30,842) | 2,182 | 6,932,896 | 6,935,078 |
| SUBTOTAL | 8,114,979 | 265,884 | 8,380,863 | (14,061,480) | 0 | 9,605,263 | (43,431) | 3,881,215 | 9,762,650 | 13,643,865 |
| Article 4 | | | | | | | | | | |
| VTA | 3,956,512 | 100,731 | 4,057,243 | (133,031,253) | 0 | 129,601,457 | (586,006) | 41,442 | 131,725,030 | 131,766,472 |
| SUBTOTAL | 3,956,512 | 100,731 | 4,057,243 | (133,031,253) | 0 | 129,601,457 | (586,006) | 41,442 | 131,725,030 | 131,766,472 |
| GRAND TOTAL | \$12,071,491 | \$366,615 | \$12,438,106 | (\$147,092,733) | \$0 | \$139,206,720 | (\$629,437) | \$3,922,657 | \$141,487,680 | \$145,410,337 |

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2022-23 allocations as of 1/31/24.

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

FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY

Attachment A
Res No. 4629
Page 9 of 19
2/28/2024

| FY2023-24 TDA Revenue Estimate | | | FY2024-25 TDA Revenue Estimate | | |
|---|------------|--|--|------------|--|
| <i>FY2023-24 Generation Estimate Adjustment</i> | | | <i>FY2024-25 County Auditor's Generation Estimate</i> | | |
| 1. Original County Auditor Estimate (Feb, 23) | 27,790,758 | | 13. County Auditor Estimate | 28,647,982 | |
| 2. Revised Estimate (Feb, 24) | 28,647,982 | | <i>FY2024-25 Planning and Administration Charges</i> | | |
| 3. Revenue Adjustment (Lines 2-1) | 857,224 | | 14. MTC Administration (0.5% of Line 13) | 143,240 | |
| <i>FY2023-24 Planning and Administration Charges Adjustment</i> | | | 15. County Administration (0.5% of Line 13) | 143,240 | |
| 4. MTC Administration (0.5% of Line 3) | 4,286 | | 16. MTC Planning (3.0% of Line 13) | 859,439 | |
| 5. County Administration (Up to 0.5% of Line 3) ⁴ | 4,286 | | 17. Total Charges (Lines 14+15+16) | 1,145,919 | |
| 6. MTC Planning (3.0% of Line 3) | 25,717 | | 18. Solano Transportation Authority Planning (2.7% of Line 13-17) ⁴ | 742,556 | |
| 7. Total Charges (Lines 4+5+6) | 34,289 | | 19. TDA Generations Less Charges (Lines 13-17) | 26,759,507 | |
| 8. STA Planning (2.7%) | 22,219 | | <i>FY2024-25 TDA Apportionment By Article</i> | | |
| 8. Adjusted Generations Less Charges (Lines 3-7) | 800,716 | | 20. Article 3.0 (2.0% of Line 18) | 535,190 | |
| <i>FY2023-24 TDA Adjustment By Article</i> | | | 21. Funds Remaining (Lines 18-19) | 26,224,317 | |
| 9. Article 3 Adjustment (2.0% of line 8) | 16,014 | | 22. Article 4.5 (5.0% of Line 20) | 0 | |
| 10. Funds Remaining (Lines 8-9) | 784,702 | | 23. TDA Article 4 (Lines 20-21) | 26,224,317 | |
| 11. Article 4.5 Adjustment (5.0% of Line 10) | 0 | | | | |
| 12. Article 4 Adjustment (Lines 10-11) | 784,702 | | | | |

TDA APPORTIONMENT BY JURISDICTION

| Column | A | B | C=Sum(A:B) | D | E | F | G | H=Sum(C:G) | I | J=Sum(H:I) |
|-----------------------------|------------------------|--------------------|------------------------------------|--------------------------------------|--------------------|---------------------|--------------------|---------------------|---------------------|--------------------------|
| | 6/30/2023 | FY2022-23 | 6/30/2023 | FY2022-24 | FY2023-24 | FY2023-24 | FY2023-24 | 6/30/2024 | FY2024-25 | FY2024-25 |
| Apportionment Jurisdictions | Balance (w/o interest) | Interest | Balance (w/ interest) ¹ | Outstanding Commitments ² | Transfers/ Refunds | Original Estimate | Revenue Adjustment | Projected Carryover | Revenue Estimate | Available for Allocation |
| Article 3 | 1,262,385 | 28,151 | 1,290,536 | (1,613,761) | 0 | 519,176 | 16,014 | 211,965 | 535,190 | 747,155 |
| Article 4.5 | | | | | | | | | | |
| SUBTOTAL | 1,262,385 | 28,151 | 1,290,536 | (1,613,761) | 0 | 519,176 | 16,014 | 211,965 | 535,190 | 747,155 |
| Article 4/8 | | | | | | | | | | |
| Dixon | 2,204,870 | 47,091 | 2,251,961 | (333,157) | 0 | 1,085,464 | 33,482 | 3,037,750 | 1,123,910 | 4,161,660 |
| Fairfield | 7,030,992 | 198,495 | 7,229,488 | (2,408,623) | 0 | 6,819,888 | 210,364 | 11,851,117 | 7,063,650 | 18,914,767 |
| Rio Vista | 1,761,669 | 37,069 | 1,798,739 | (127,209) | 0 | 564,546 | 17,414 | 2,253,490 | 590,263 | 2,843,753 |
| Solano County | 3,482,413 | 78,038 | 3,560,451 | (970,407) | 0 | 1,043,031 | 32,173 | 3,665,248 | 1,069,777 | 4,735,025 |
| Suisun City | 1,284,769 | 35,150 | 1,319,919 | (1,708,150) | 0 | 1,643,640 | 50,699 | 1,306,108 | 1,682,556 | 2,988,664 |
| Vacaville | 14,057,168 | 360,767 | 14,417,935 | (17,805,314) | 0 | 5,759,622 | 177,659 | 2,549,903 | 5,957,351 | 8,507,254 |
| Vallejo/Benicia | 14,348,593 | 308,036 | 14,656,628 | (14,791,197) | 0 | 8,523,424 | 262,911 | 8,651,766 | 8,736,810 | 17,388,576 |
| SUBTOTAL | 44,170,475 | 1,064,647 | 45,235,121 | (38,144,058) | 0 | 25,439,615 | 784,702 | 33,315,382 | 26,224,317 | 59,539,699 |
| GRAND TOTAL | \$45,432,860 | \$1,092,797 | \$46,525,657 | (\$39,757,819) | \$0 | \$25,958,791 | \$800,716 | \$33,527,347 | \$26,759,507 | \$60,286,854 |

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2022-23 allocations as of 1/31/24.

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

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

FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY

Attachment A
Res No. 4629
Page 10 of 19
2/28/2024

| FY2023-24 TDA Revenue Estimate | | | FY2024-25 TDA Revenue Estimate | | |
|---|-------------|--|---|------------|--|
| FY2023-24 Generation Estimate Adjustment | | | FY2024-25 County Auditor's Generation Estimate | | |
| 1. Original County Auditor Estimate (Feb, 23) | 33,200,000 | | 13. County Auditor Estimate | 31,500,000 | |
| 2. Revised Estimate (Feb, 24) | 30,600,000 | | FY2024-25 Planning and Administration Charges | | |
| 3. Revenue Adjustment (Lines 2-1) | (2,600,000) | | 14. MTC Administration (0.5% of Line 13) | 157,500 | |
| FY2023-24 Planning and Administration Charges Adjustment | | | 15. County Administration (0.5% of Line 13) | 157,500 | |
| 4. MTC Administration (0.5% of Line 3) | (13,000) | | 16. MTC Planning (3.0% of Line 13) | 945,000 | |
| 5. County Administration (Up to 0.5% of Line 3) ⁴ | (13,000) | | 17. Total Charges (Lines 14+15+16) | 1,260,000 | |
| 6. MTC Planning (3.0% of Line 3) | (78,000) | | 18. TDA Generations Less Charges (Lines 13-17) | 30,240,000 | |
| 7. Total Charges (Lines 4+5+6) | (104,000) | | FY2024-25 TDA Apportionment By Article | | |
| 8. Adjusted Generations Less Charges (Lines 3-7) | (2,496,000) | | 19. Article 3.0 (2.0% of Line 18) | 604,800 | |
| FY2023-24 TDA Adjustment By Article | | | 20. Funds Remaining (Lines 18-19) | 29,635,200 | |
| 9. Article 3 Adjustment (2.0% of line 8) | (49,920) | | 21. Article 4.5 (5.0% of Line 20) | 0 | |
| 10. Funds Remaining (Lines 8-9) | (2,446,080) | | 22. TDA Article 4 (Lines 20-21) | 29,635,200 | |
| 11. Article 4.5 Adjustment (5.0% of Line 10) | 0 | | | | |
| 12. Article 4 Adjustment (Lines 10-11) | (2,446,080) | | | | |

TDA APPORTIONMENT BY JURISDICTION

| Column | A | B | C=Sum(A:B) | D | E | F | G | H=Sum(C:G) | I | J=Sum(H:I) |
|-----------------------------|------------------------|------------------|------------------------------------|--------------------------------------|--------------------|---------------------|----------------------|---------------------|---------------------|--------------------------|
| | 6/30/2023 | FY2022-23 | 6/30/2023 | FY2022-24 | FY2023-24 | FY2023-24 | FY2023-24 | 6/30/2024 | FY2024-25 | FY2024-25 |
| Apportionment Jurisdictions | Balance (w/o interest) | Interest | Balance (w/ interest) ¹ | Outstanding Commitments ² | Transfers/ Refunds | Original Estimate | Revenue Adjustment | Projected Carryover | Revenue Estimate | Available for Allocation |
| Article 3 | 2,776,280 | 36,607 | 2,812,886 | (2,248,914) | 0 | 637,440 | (49,920) | 1,151,493 | 604,800 | 1,756,293 |
| Article 4.5 | | | | | | | | | | |
| SUBTOTAL | 2,776,280 | 36,607 | 2,812,886 | (2,248,914) | 0 | 637,440 | (49,920) | 1,151,493 | 604,800 | 1,756,293 |
| Article 4/8 | | | | | | | | | | |
| GGBHTD ³ | (8,783) | 14,354 | 5,571 | (7,785,049) | 0 | 7,767,384 | (608,289) | (620,383) | 7,408,800 | 6,788,417 |
| Petaluma | 4,181,137 | 60,605 | 4,241,742 | (1,560,310) | 0 | 2,412,993 | (188,969) | 4,905,456 | 2,573,313 | 7,478,769 |
| Santa Rosa | 10,205,578 | 125,020 | 10,330,598 | (9,925,805) | 0 | 8,676,778 | (679,507) | 8,402,064 | 8,112,132 | 16,514,196 |
| Sonoma County | 18,124,578 | 217,659 | 18,342,237 | (18,618,911) | 0 | 12,377,405 | (969,315) | 11,131,416 | 11,540,954 | 22,672,370 |
| SUBTOTAL | 32,502,509 | 417,638 | 32,920,147 | (37,890,074) | 0 | 31,234,560 | (2,446,080) | 23,818,553 | 29,635,200 | 53,453,753 |
| GRAND TOTAL | \$35,278,789 | \$454,245 | \$35,733,034 | (\$40,138,988) | \$0 | \$31,872,000 | (\$2,496,000) | \$24,970,046 | \$30,240,000 | \$55,210,046 |

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2022-23 allocations as of 1/31/24.

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

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

**FY 2024-25 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

Attachment A
Res No. 4629
Page 11 of 19
2/28/2024

| FY2023-24 STA Revenue Estimate | | | FY2024-25 STA Revenue Estimate | | | |
|---|--------------------------------------|---|--------------------------------------|-------------------------------------|----------------------------------|-----------------------------|
| 1. State Estimate (Aug, 23) ³ | \$258,125,769 | | 4. Projected Carryover (Jan, 24) | \$202,319,156 | | |
| 2. Actual Revenue (Aug, 24) | | | 5. State Estimate (Jan, 24) | \$249,517,946 | | |
| 3. Revenue Adjustment (Lines 2-1) | | | 6. Total Funds Available (Lines 4+5) | \$451,837,102 | | |
| STA REVENUE-BASED APPORTIONMENT BY OPERATOR | | | | | | |
| Column | A | B | C | D=Sum(A:C) | E | F=Sum(D:E) |
| | 6/30/2023 | FY2022-24 | FY2023-24 | 6/30/2024 | FY2024-25 | Total |
| Apportionment Jurisdictions | Balance (w/interest) ¹ | Outstanding Commitments ² | Revenue Estimate ³ | Projected Carryover ⁴ | Revenue Estimate ⁵ | Available For Allocation |
| ACCMCA - Corresponding to ACE | 29,939 | 0 | 376,768 | 406,707 | 364,204 | 770,911 |
| Caltrain | 3,735,616 | (3,365,754) | 12,234,876 | 12,604,739 | 11,826,875 | 24,431,614 |
| CCCTA | 852,028 | (1,681,676) | 1,072,650 | 243,002 | 1,036,880 | 1,279,882 |
| City of Dixon | 58,487 | 0 | 10,473 | 68,960 | 10,124 | 79,084 |
| ECCTA | 182,549 | (647,366) | 518,610 | 53,793 | 501,316 | 555,109 |
| City of Fairfield | 93,860 | (264,398) | 190,333 | 19,795 | 183,986 | 203,781 |
| GGBHTD | 4,140,630 | (15,651,179) | 11,739,882 | 229,333 | 11,348,387 | 11,577,720 |
| LAVTA | 181,692 | (499,413) | 514,526 | 196,805 | 497,367 | 694,172 |
| Marin Transit | 2,849,615 | (2,500,000) | 2,006,381 | 2,355,996 | 1,939,474 | 4,295,470 |
| NVTA | 51,267 | (181,821) | 145,664 | 15,110 | 140,807 | 155,917 |
| City of Petaluma | 5,180 | 0 | 62,499 | 67,679 | 60,415 | 128,094 |
| City of Rio Vista | 20,360 | 0 | 3,329 | 23,689 | 3,219 | 26,908 |
| SamTrans | 4,557,269 | (1,541,284) | 12,270,784 | 15,286,769 | 11,861,584 | 27,148,353 |
| SMART | 916,701 | 0 | 2,536,390 | 3,453,091 | 2,451,807 | 5,904,898 |
| City of Santa Rosa | 15,686 | (203,846) | 210,014 | 21,854 | 203,010 | 224,864 |
| Solano County Transit | 157,428 | (558,377) | 447,352 | 46,403 | 432,435 | 478,838 |
| Sonoma County Transit | 102,987 | (283,960) | 292,552 | 111,579 | 282,797 | 394,376 |
| City of Union City | 12,644 | 0 | 158,936 | 171,580 | 153,636 | 325,216 |
| Vacaville City Coach | 161,234 | 0 | 34,064 | 195,298 | 32,928 | 228,226 |
| VTA | 2,746,274 | (36,100,554) | 37,191,452 | 3,837,172 | 35,951,214 | 39,788,386 |
| VTA - Corresponding to ACE | 16,043 | (210,982) | 217,366 | 22,427 | 210,118 | 232,545 |
| WCCTA | 332,824 | (660,333) | 680,315 | 352,806 | 657,628 | 1,010,434 |
| WETA | 19,093,482 | (9,527,654) | 3,336,243 | 12,902,071 | 3,224,988 | 16,127,059 |
| SUBTOTAL | 40,313,799 | (73,878,597) | 86,251,459 | 52,686,658 | 83,375,199 | 136,061,857 |
| AC Transit | 11,539,770 | (40,947,165) | 32,810,667 | 3,403,272 | 31,716,516 | 35,119,788 |
| BART | 20,133,794 | (18,462,584) | 51,414,358 | 53,085,568 | 49,699,822 | 102,785,390 |
| SFMTA | 6,494,373 | (1,000,000) | 87,649,285 | 93,143,658 | 84,726,409 | 177,870,067 |
| SUBTOTAL | 38,167,937 | (60,409,749) | 171,874,310 | 149,632,498 | 166,142,747 | 315,775,245 |
| GRAND TOTAL | \$78,481,735 | (\$134,288,345) | \$258,125,769 | \$202,319,156 | \$249,517,946 | \$451,837,102 |

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY 2023-24 allocations as of 1/31/24.

3. FY 2023-24 STA revenue estimates are based on State Controller's Office forecasts from August 2023.

4. Projected carryover as of 6/30/24 does not include interest accrued in FY2023-24.

5. FY2024-25 STA revenue generation based on January 2024 State Controller's Office (SCO) forecast.

**FY 2024-25 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

Attachment A
Res No. 4629
Page 12 of 19
2/28/2024

| FY2023-24 STA Revenue Estimate | | FY2024-25 STA Revenue Estimate | | | | |
|--|--------------------------------------|--|-------------------------------|-------------------------------------|----------------------------------|-----------------------------|
| 1. State Estimate (Aug, 23) ³ | \$93,383,567 | 4. Projected Carryover (Jan, 24) | \$116,474,779 | | | |
| 2. Actual Revenue (Aug, 24) | | 5. State Estimate ⁵ (Jan, 24) | \$90,269,467 | | | |
| 3. Revenue Adjustment (Lines 2-1) | | 6. Total Funds Available (Lines 4+5) | \$206,744,246 | | | |
| STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT | | | | | | |
| Column | A | C | D | E=Sum(A:D) | F | G=Sum(E:F) |
| | 6/30/2023 | FY2022-24 | FY2023-24 | 6/30/2024 | FY2024-25 | Total |
| Apportionment Jurisdictions | Balance (w/interest) ¹ | Outstanding Commitments ² | Revenue Estimate ³ | Projected Carryover ⁴ | Revenue Estimate ⁵ | Available For Allocation |
| County Block Grant ⁶ | | | | | | |
| Alameda | 8,803,885 | (11,667,439) | 11,555,259 | 8,691,705 | 11,169,921 | 19,861,626 |
| Contra Costa | 11,037,661 | (15,787,520) | 14,500,385 | 9,750,525 | 14,016,834 | 23,767,359 |
| Marin | 2,841,929 | (4,461,536) | 3,730,219 | 2,110,612 | 3,605,825 | 5,716,437 |
| Napa | 1,161,656 | (3,209,927) | 2,281,782 | 233,511 | 2,205,691 | 2,439,202 |
| San Francisco | 5,209,534 | 0 | 5,527,224 | 10,736,758 | 5,342,905 | 16,079,663 |
| San Mateo | 6,101,403 | 0 | 3,309,292 | 9,410,695 | 3,198,936 | 12,609,631 |
| Santa Clara | 681,886 | (8,961,946) | 9,211,738 | 931,679 | 8,904,551 | 9,836,230 |
| Solano | 10,266,348 | (9,783,634) | 6,864,979 | 7,347,692 | 6,636,050 | 13,983,742 |
| Sonoma | 2,354,896 | (8,367,704) | 8,387,619 | 2,374,811 | 8,107,914 | 10,482,725 |
| SUBTOTAL | 48,459,199 | (62,239,706) | 65,368,497 | 51,587,988 | 63,188,627 | 114,776,615 |
| Regional Program | 28,341,407 | (13,563,748) | 27,596,617 | 42,374,276 | 19,080,840 | 61,455,116 |
| WestCat Feeder Bus Support | | | 418,453 | | 0 | 418,453 |
| Means-Based Transit Fare Program | 21,504,764 | 0 | 0 | 21,504,764 | 8,000,000 | 29,504,764 |
| Transit Emergency Service Contingency Fund ⁷ | 1,007,751 | 0 | 0 | 1,007,751 | 0 | 1,007,751 |
| GRAND TOTAL | \$99,313,121 | (\$75,803,454) | \$93,383,567 | \$116,474,779 | \$90,269,467 | \$207,162,699 |

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed. Balances from the Northern County/Small Operator and Regional Paratransit programs, previously established by MTC Resolution 3837, have been transferred to the appropriate County Block Grant program.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2022-23 allocations as of 1/31/24.

3. FY 2023-24 STA revenue generation is based on actuals report from State Controller's Office from August 2023.

4. The projected carryover as of 6/30/2024 does not include interest accrued in FY 2023-24.

5. FY2024-25 STA revenue generation based on forecasts from the State Controller's Office from January 2024.

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

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

**FY 2024-25 FUND ESTIMATE
BRIDGE TOLLS¹**

Attachment A
Res No. 4629
Page 13 of 19
2/28/2024

BRIDGE TOLL APPORTIONMENT BY CATEGORY

| <i>Column</i> | <i>A</i> | | | <i>B</i> | <i>C</i> | <i>D=Sum(A:C)</i> | <i>E</i> | <i>F=D+E</i> |
|---------------------------------------|----------------------|-----------|---------------------|--------------------------------------|---------------------------------|---------------------|---------------------------------|--------------------------|
| | 6/30/2023 | FY2019-21 | FY2019-21 | FY2022-24 | FY2023-24 | 6/30/2024 | FY2024-25 | Total |
| Fund Source | Balance ² | Actuals | Encumbrances | Outstanding Commitments ³ | Programming Amount ⁴ | Projected Carryover | Programming Amount ⁴ | Available for Allocation |
| MTC 2% Toll Revenues | | | | | | | | |
| Ferry Capital | 8,075,495 | | (5,670,337) | (5,670,337) | 1,000,000 | 3,405,158 | 1,000,000 | 4,405,158 |
| Bay Trail | 352,213 | | (802,213) | (802,213) | 450,000 | 0 | 450,000 | 450,000 |
| Studies | 537,544 | | (262,526) | (262,526) | 0 | 275,018 | 0 | 275,018 |
| SUBTOTAL | 8,965,253 | 0 | (6,735,076) | (6,735,076) | 1,450,000 | 3,680,176 | 1,450,000 | 5,130,176 |
| 5% State General Fund Revenues | | | | | | | | |
| Ferry | 24,008,730 | | (17,674,836) | (17,674,836) | 3,186,694 | 9,520,588 | 3,218,561 | 12,739,149 |
| Bay Trail | 321,645 | | (611,887) | (611,887) | 290,242 | 0 | 293,145 | 293,145 |
| SUBTOTAL | 24,330,375 | 0 | (18,286,723) | (18,286,723) | 3,476,936 | 9,520,588 | 3,511,706 | 13,032,294 |

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60)

and relieved BATA from making those fund transfers for that 50 year period. The MTC 2% Toll Revenues listed above, commencing in FY2010-11, are funded from this payment.

2. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations and as of 1/31/24.

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

FY 2024-25 FUND ESTIMATE
AB1107 FUNDS
AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX

Attachment A
Res No. 4629
Page 14 of 19
2/28/2024

| FY2023-24 AB1107 Revenue Estimate | | | | FY2024-25 AB1107 Estimate | | | | | |
|------------------------------------|------------------------|---------------|------------------------------------|--------------------------------------|-------------------|--------------------|---------------------|------------------|--------------------------|
| 1. Original MTC Estimate (Feb, 23) | | \$104,000,000 | | 4. Projected Carryover (Jul, 23) | | \$0 | | | |
| 2. Revised Revenue (Feb, 24) | | \$104,000,000 | | 5. MTC Estimate (Feb, 24) | | \$104,000,000 | | | |
| 3. Revenue Adjustment (Lines 2-1) | | \$0 | | 6. Total Funds Available (Lines 4+5) | | \$104,000,000 | | | |
| AB1107 APPORTIONMENT BY OPERATOR | | | | | | | | | |
| Column | A | B | C=Sum(A:B) | D | E | F | G=Sum(A:F) | H | I=Sum(G:H) |
| | 6/30/2023 | FY2022-24 | 6/30/2023 | FY2022-24 | FY2023-24 | FY2023-24 | 6/30/2024 | FY2024-25 | FY2024-25 |
| Apportionment Jurisdictions | Balance (w/o interest) | Interest | Balance (w/ interest) ¹ | Outstanding Commitments ² | Original Estimate | Revenue Adjustment | Projected Carryover | Revenue Estimate | Available for Allocation |
| AC Transit | 0 | 0 | 0 | (52,000,000) | 52,000,000 | 0 | 0 | 52,000,000 | 52,000,000 |
| SFMTA | 0 | 0 | 0 | (52,000,000) | 52,000,000 | 0 | 0 | 52,000,000 | 52,000,000 |
| TOTAL | \$0 | \$0 | \$0 | (\$104,000,000) | \$104,000,000 | \$0 | \$0 | \$104,000,000 | \$104,000,000 |

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 1/31/24.

**FY 2024-25 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

Attachment A
Res No. 4629
Page 15 of 19
2/28/2024

| ARTICLE 4.5 SUBAPPORTIONMENT | | | | |
|---|--|--------------------------|---------------------|-----------------------|
| Apportionment Jurisdictions | Alameda Article 4.5 | Contra Costa Article 4.5 | | |
| Total Available | \$4,917,555 | \$3,219,536 | | |
| AC Transit | \$4,327,294 | \$778,043 | | |
| LAVTA | \$253,114 | | | |
| Pleasanton | \$0 | | | |
| Union City | \$359,470 | | | |
| CCCTA | | | | |
| ECCTA | | \$1,181,793 | | |
| WCCTA | | \$180,407 | | |
| IMPLEMENTATION OF OPERATOR AGREEMENTS | | | | |
| Apportionment of BART Funds to Implement Transit Coordination Program | | | | |
| Apportionment Jurisdictions | Total Available Funds (TDA and STA) FY 2024-25 | | | |
| CCCTA | \$820,003 | | | |
| LAVTA | \$698,288 | | | |
| ECCTA | \$2,665,851 | | | |
| WCCTA | \$2,771,211 | | | |
| Fund Source | Apportionment Jurisdictions | Claimant | Amount ¹ | Program |
| Total Available BART STA Revenue-Based Funds ² | | | \$102,785,390 | |
| STA Revenue-Based | BART | CCCTA ² | (820,003) | BART Feeder Bus |
| STA Revenue-Based | BART | LAVTA ² | (597,278) | BART Feeder Bus |
| STA Revenue-Based | BART | ECCTA ² | (2,665,851) | BART Feeder Bus |
| STA Revenue-Based | BART | WCCTA ² | (2,552,639) | BART Feeder Bus |
| Total Payment | | | (6,635,771) | |
| Remaining BART STA Revenue-Based Funds | | | \$96,149,619 | |
| Total Available BART TDA Article 4 Funds ² | | | \$319,582 | |
| TDA Article 4 | BART-Alameda | LAVTA | (101,010) | BART Feeder Bus |
| TDA Article 4 | BART-Contra Costa | WCCTA | (218,572) | BART Feeder Bus |
| Total Payment | | | (319,582) | |
| Remaining BART TDA Article 4 Funds | | | \$0 | |
| Total Available SamTrans STA Revenue-Based Funds | | | \$27,148,353 | |
| STA Revenue-Based | SamTrans | BART | (801,024) | SFO Operating Expense |
| Total Payment | | | (801,024) | |
| Remaining SamTrans STA Revenue-Based Funds | | | \$26,347,329 | |
| Total Available Union City TDA Article 4 Funds | | | \$15,414,770 | |
| TDA Article 4 | Union City | AC Transit | (116,699) | Union City service |
| Total Payment | | | (116,699) | |
| Remaining Union City TDA Article 4 Funds | | | \$15,298,071 | |

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts, and may include carryover from previous years

2. Staff recommendation is to maintain the same percentage reduction as FY2023-24, as this reduction aligns with the assumptions that inform the SB 125 distribution framework. The precise distribution of the reduced payment between the bus operators may be adjusted based on operator feedback.

FY 2024-25 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

Attachment A
Res No. 4629
Page 16 of 19
2/28/2024

| FY2023-24 LCTOP Revenue Estimate ¹ | | FY2024-25 LCTOP Revenue Estimate ² | |
|--|---------------|--|---------------|
| 1. Estimated Statewide Appropriation (Jan, 23) | \$214,500,000 | 5. Estimated Statewide Appropriation (Jan, 23) | \$182,500,000 |
| 2. MTC Region Revenue-Based Funding | \$57,469,463 | 6. Estimated MTC Region Revenue-Based Funding | \$48,895,930 |
| 3. MTC Region Population-Based Funding | \$20,791,041 | 7. Estimated MTC Region Population-Based Funding | \$17,689,347 |
| 4. Total MTC Region Funds | \$78,260,504 | 8. Estimated Total MTC Region Funds | \$66,585,278 |

1. The FY 2023-24 LCTOP revenue generation is based on the \$215 million revised estimate included in the FY 2024-25 Governor's Proposed State Budget.

2. The FY 2024-25 LCTOP revenue generation is based on the \$183 million estimated in the FY 2024-25 Governor's Proposed State Budget.

**FY 2024-25 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
REVENUE-BASED FUNDS**

Attachment A
Res No. 4629
Page 17 of 19
2/28/2024

| FY2023-24 SGR Revenue-Based Revenue Estimate | | | FY2024-25 SGR Revenue-Based Revenue Estimate | | | |
|--|-------------------------|----------------------------|--|------------------------|----------------------------------|-----------------------------|
| 1. State Estimate (Aug, 23) | | \$33,656,207 | 4. Projected Carryover (Jan, 24) | | \$21,757 | |
| 2. Actual Revenue (Aug, 24) | | | 5. State Estimate (Jan, 24) | | \$34,666,010 | |
| 3. Revenue Adjustment (Lines 2-1) | | | 6. Total Funds Available (Lines 4+5) | | \$34,687,767 | |
| STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR | | | | | | |
| Column | A | B | C | D=Sum(A:C) | E | F=Sum(D:E) |
| | 6/30/2023 | FY2022-24 | FY2022-24 | 6/30/2024 | FY2024-25 | Total |
| Apportionment Jurisdictions | Balance (w/interest) | Outstanding Commitments | Actual Revenue ¹ | Projected Carryover | Revenue Estimate ² | Available For Allocation |
| ACCMA - Corresponding to ACE | 32 | (49,125) | 49,125 | 32 | 50,600 | 50,632 |
| Caltrain | 1,034 | (1,595,267) | 1,595,267 | 1,034 | 1,643,131 | 1,644,165 |
| CCCTA | 91 | (139,859) | 139,859 | 91 | 144,056 | 144,147 |
| City of Dixon | 2 | (1,366) | 1,366 | 2 | 1,407 | 1,409 |
| ECCTA | 44 | (67,620) | 67,620 | 44 | 69,649 | 69,693 |
| City of Fairfield | 16 | (24,817) | 24,817 | 16 | 25,562 | 25,578 |
| GGBHTD | 992 | (1,530,726) | 1,530,726 | 992 | 1,576,653 | 1,577,645 |
| LAVTA | 43 | (67,087) | 67,087 | 43 | 69,100 | 69,143 |
| Marin Transit | 169 | (261,606) | 261,606 | 169 | 269,455 | 269,624 |
| NVTA | 12 | (18,993) | 18,993 | 12 | 19,563 | 19,575 |
| City of Petaluma | 5 | (8,149) | 8,149 | 5 | 8,393 | 8,398 |
| City of Rio Vista | 1 | (434) | 434 | 1 | 447 | 448 |
| SamTrans | 1,037 | (1,599,949) | 1,599,949 | 1,037 | 1,647,953 | 1,648,990 |
| SMART | 214 | (330,712) | 330,712 | 214 | 340,634 | 340,848 |
| City of Santa Rosa | 18 | (27,383) | 27,383 | 18 | 28,205 | 28,223 |
| Solano County Transit | 38 | (58,329) | 58,329 | 38 | 60,079 | 60,117 |
| Sonoma County Transit | 26 | (38,145) | 38,145 | 26 | 39,289 | 39,315 |
| City of Union City | 14 | (20,723) | 20,723 | 14 | 21,345 | 21,359 |
| Vacaville City Coach | 2 | (4,441) | 4,441 | 2 | 4,575 | 4,577 |
| VTA | 3,143 | (4,849,277) | 4,849,277 | 3,143 | 4,994,771 | 4,997,914 |
| VTA - Corresponding to ACE | 18 | (28,342) | 28,342 | 18 | 29,192 | 29,210 |
| WCCTA | 0 | (88,704) | 88,704 | 0 | 91,366 | 91,366 |
| WETA | 282 | (435,002) | 435,002 | 282 | 448,054 | 448,336 |
| SUBTOTAL | 7,234 | (11,246,056) | 11,246,056 | 7,233 | 11,583,479 | 11,590,712 |
| AC Transit | 2,768 | (4,278,080) | 4,278,080 | 2,768 | 4,406,437 | 4,409,205 |
| BART | 4,338 | (6,703,756) | 6,703,756 | 4,339 | 6,904,892 | 6,909,231 |
| SFMTA | 7,418 | (11,428,315) | 11,428,315 | 7,417 | 11,771,203 | 11,778,620 |
| SUBTOTAL | 14,524 | (22,410,151) | 22,410,151 | 14,524 | 23,082,531 | 23,097,055 |
| GRAND TOTAL | \$21,759 | (\$33,656,207) | \$33,656,207 | \$21,757 | \$34,666,010 | \$34,687,767 |

1. FY2023-24 State of Good Repair Program revenue generation is based on September 2023 report from the State Controller's Office (SCO).

2. FY2024-25 State of Good Repair Program revenue generation based on January 2024 State Controller's Office (SCO) forecast.

FY 2024-25 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
POPULATION-BASED FUNDS

Attachment A
Res No. 4629
Page 18 of 19
2/28/2024

| FY2023-24 SGR Population-Based Revenue Estimate | | | | | FY2024-25 SGR Population-Based Revenue Estimate | | | | |
|---|----------------------|---------------|-----------------------|----------------|---|-------------------------------|---------------------|-------------------------------|--------------------------|
| 1. State Estimate (Jan, 23) | | | | | 4. Projected Carryover (Jan, 24) | | | | |
| 2. Actual Revenue (Aug, 23) | | | | | 5. State Estimate (Jan, 24) | | | | |
| 3. Revenue Adjustment (Lines 2-1) | | | | | 6. Total Funds Available (Lines 4+5) | | | | |
| | | | | | | | | | |
| SGR PROGRAM POPULATION-BASED APPORTIONMENT | | | | | | | | | |
| Column | A | | | | B | C | D=Sum(A:C) | E | F=Sum(D:E) |
| | 6/30/2023 | FY2022-24 | FY2022-24 | FY2022-24 | FY2022-24 | FY2023-24 | 6/30/2024 | FY2024-25 | Total |
| Apportionment | Balance (w/interest) | Actuals | Refunds and Transfers | Encumbrances | Outstanding Commitments | Revenue Estimate ¹ | Projected Carryover | Revenue Estimate ² | Available For Allocation |
| Clipper®/Clipper® 2.0 ³ | 20,109,423 | (8,194,323) | 0 | (23,604,699) | (31,799,022) | 12,175,989 | 486,390 | 12,541,311 | 13,027,701 |
| GRAND TOTAL | \$20,109,423 | (\$8,194,323) | \$0 | (\$23,604,699) | (\$31,799,022) | \$12,175,989 | \$486,390 | \$12,541,311 | \$13,027,701 |

1. FY2023-24 State of Good Repair Program revenue generation is based on August 2023 report from the State Controller's Office (SCO).
2. FY2024-25 State of Good Repair Program revenue generation is based on January 2024 estimates from the State Controller's Office (SCO).
3. State of Good Repair Program funds are shown here according to the policy in MTC Resolution 4321.

**FY 2024-25 FUND ESTIMATE
SB 125 TRANSIT OPERATIONS FUNDING**

Attachment A
Res No. 4629
Page 19 of 19
2/28/2024

| | | | | | | |
|-----------------------------------|----------------------|-------------------------|--------------|---------------------|---------------|--------------------------|
| FY2024-25 SB 125 Funding | | | | | | |
| 1. Estimate (Feb, 24) | | \$171,187,549 | | | | |
| 2. Actual Revenue | | | | | | |
| 3. Revenue Adjustment (Lines 2-1) | | | | | | |
| SB 125 FUNDING DISTRIBUTION | | | | | | |
| Column | A | B | C | D=Sum(A:C) | E | F |
| | 6/30/2023 | FY2021-23 | FY2023-24 | 6/30/2024 | FY2024-25 | Total |
| Apportionment Jurisdictions | Balance (w/interest) | Outstanding Commitments | Distribution | Projected Carryover | Distribution | Available For Allocation |
| SFMTA | 0 | 0 | 0 | 0 | 99,477,176 | 99,477,176 |
| BART | 0 | 0 | 0 | 0 | 58,211,496 | 58,211,496 |
| AC Transit | 0 | 0 | 0 | 0 | 4,000,000 | 4,000,000 |
| Caltrain | 0 | 0 | 0 | 0 | 0 | 0 |
| GGBHTD | 0 | 0 | 0 | 0 | 2,838,216 | 2,838,216 |
| ACE | 0 | 0 | 0 | 0 | 1,776,585 | 1,776,585 |
| ECCTA | 0 | 0 | 0 | 0 | 502,927 | 502,927 |
| LAVTA | 0 | 0 | 0 | 0 | 896,636 | 896,636 |
| NVTA | 0 | 0 | 0 | 0 | 1,484,513 | 1,484,513 |
| SolTrans | 0 | 0 | 0 | 0 | 0 | 0 |
| WCCTA | 0 | 0 | 0 | 0 | 0 | 0 |
| MTC (Regional Network Management) | 0 | 0 | 0 | 0 | 2,000,000 | 2,000,000 |
| GRAND TOTAL | \$0 | \$0 | \$0 | \$0 | \$171,187,549 | \$171,187,549 |

MTC Resolution No. 4629: FY 2024-25 MTC Fund Estimate

MTC Programming & Allocations Committee

February 14, 2024

Fund Estimate Overview

1. Fund Estimate Preview
 - TDA, STA, AB1107 estimates
2. Economic Overview
 - Population, Unemployment, Sales Tax
3. Other Issues
 - BART-Feeder Bus, Sales Tax Attribution

TDA Sales Tax Forecast FY 2024-25

- Estimates for each county prepared by individual county Auditor/Controllers
- TDA receipts in the first half of FY24 are tracking below original estimates
- FY24 (Current Year) estimates revised to **\$497M**
 - Down 4% from original \$519M FY24 estimate
 - Down 1% from FY23 Actuals (\$503M)
- FY25 estimates projected to be 2.4% higher at **\$509M**



STA Formula Programs

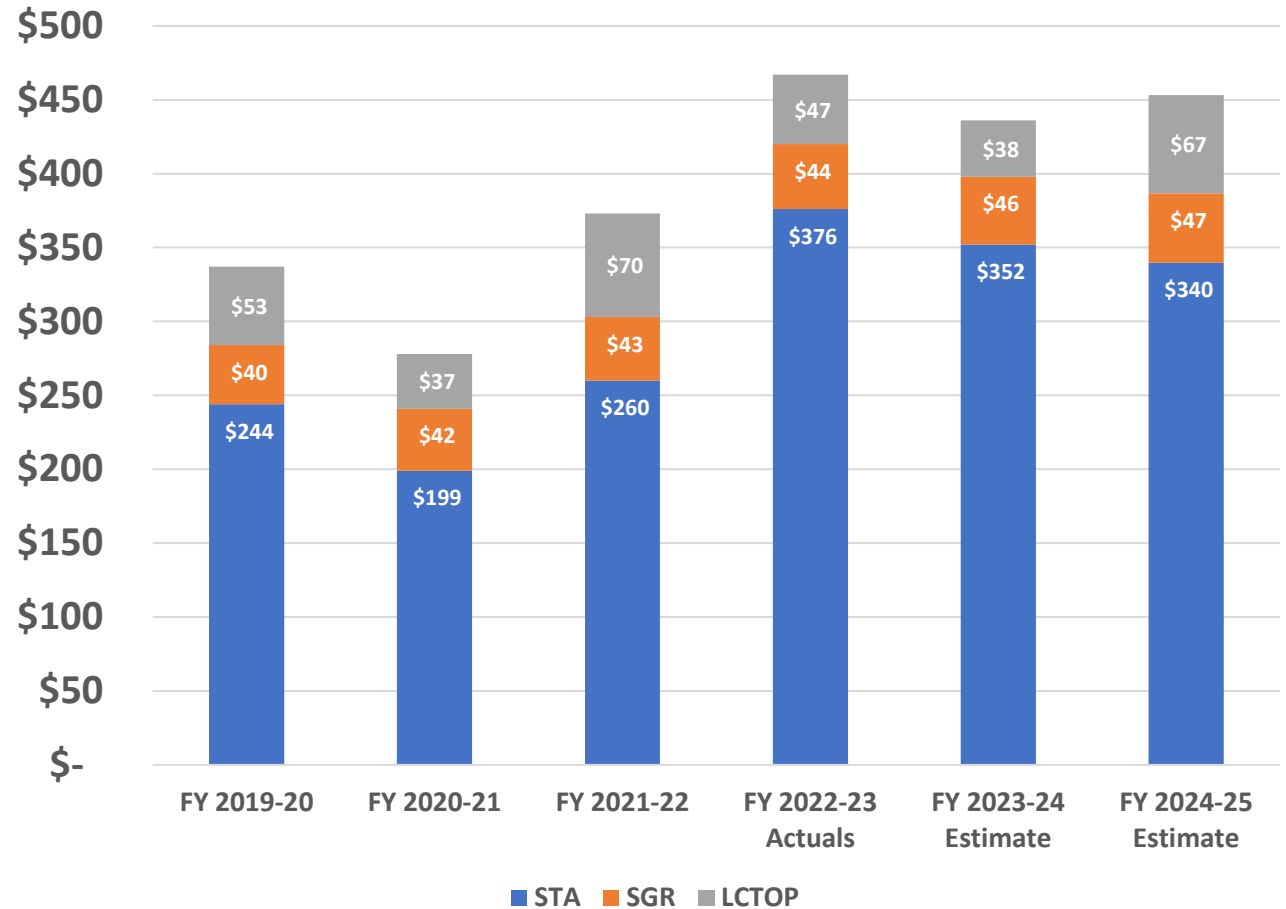
FY 2024-25

State Transit Assistance (STA) formula splits statewide revenue 50/50 between a Revenue-Based program and a Population-Based program

Revenue-Based funds flow to transit operators via MTC based on their qualifying local revenue

Population-Based funds flow to the Bay Area based on our ~19% share of the state's population and are programmed by MTC

FY 2024-25 forecast of \$453 million for the Bay Area in STA, State of Good Repair (SGR) Program and Low Carbon Transit Operations Program (LCTOP) revenue



AB 1107 Sales Tax Forecast

FY 2024-25

- 25% of total revenue from BART's sales tax in Alameda, Contra Costa, and San Francisco counties
- MTC estimates revenue and establishes funding policy
- Only AC Transit, BART, and SFMTA eligible to receive AB 1107 funds per state statute
- Historically, Commission policy is to distribute 50% of funds to AC Transit and 50% to SFMTA
- **FY 2024-25 forecast of \$104 million is a conservative estimate based on sales tax trends in Alameda, Contra Costa, and San Francisco counties**

FY 2023-24 forecast remains at the original estimate of \$104 million.



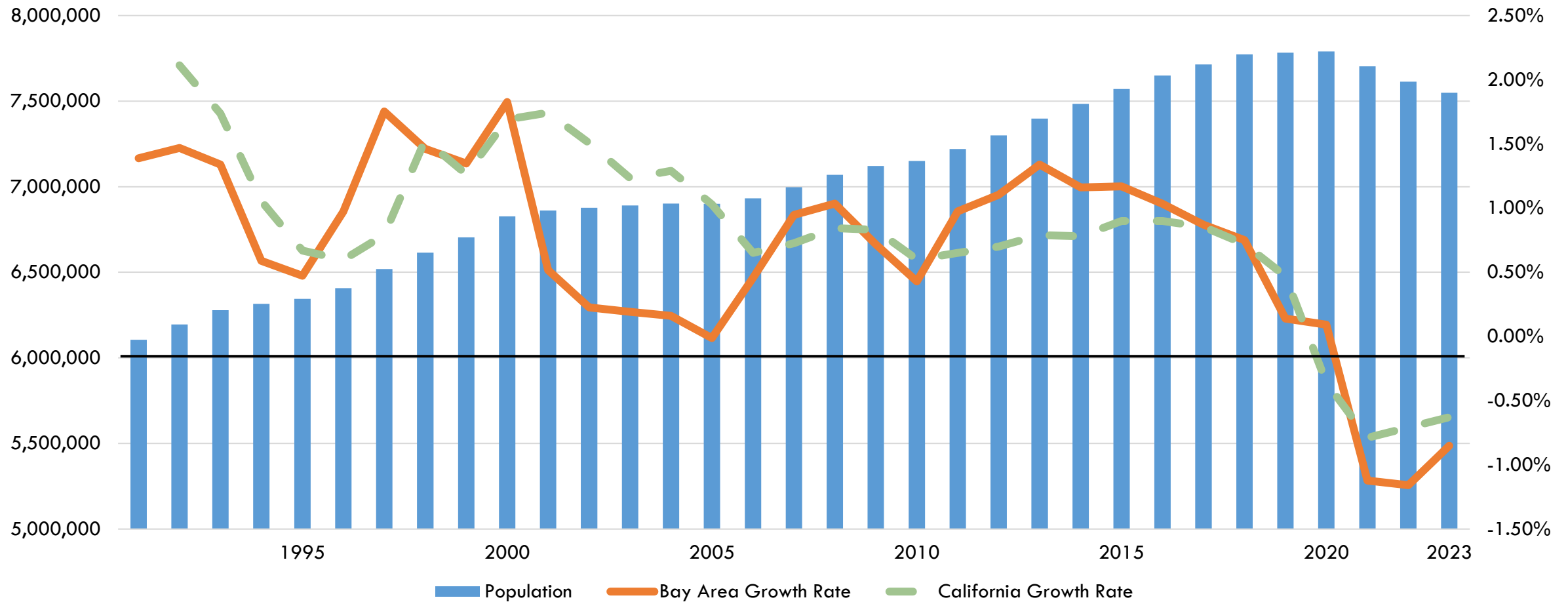
Fund Estimate Summary

| | Program | Description | FY 2022-23 Actuals | FY 2023-24 Revised Estimates | FY 2024-25 Estimates |
|-----------------------|--|---|--------------------|------------------------------|----------------------|
| Sales Taxes and Tolls | Transportation Development Act (TDA) ¼ ¢ Sales Tax | ¼ ¢ sales tax in each county | \$503M | \$497M | \$509M |
| | AB 1107 ½ ¢ Sales Tax | MTC administers 25% of the revenue from the ½ ¢ sales tax in the three BART district counties | \$109M | \$104M | \$104M |
| | Bridge Tolls | MTC 2% Toll Revenues and 5% State General Fund Revenues | \$5M | \$5M | \$5M |
| STA Formula | State Transit Assistance (STA) | Sales tax on diesel fuel in CA | \$375M | \$352M* | \$340M |
| | State of Good Repair (SGR) Program | Transportation Improvement Fee (vehicle registration fee) | \$44M | \$44M | \$47M |
| | Low Carbon Transit Operations Program (LCTOP) | 5% of Cap-and-Trade auction revenues | \$70M | \$78M | \$67M |

*FY24 STA forecasts are revised down to \$317M based on the Governor's Proposed FY25 budget
 Note: Estimated revenue amounts are rounded to nearest million.

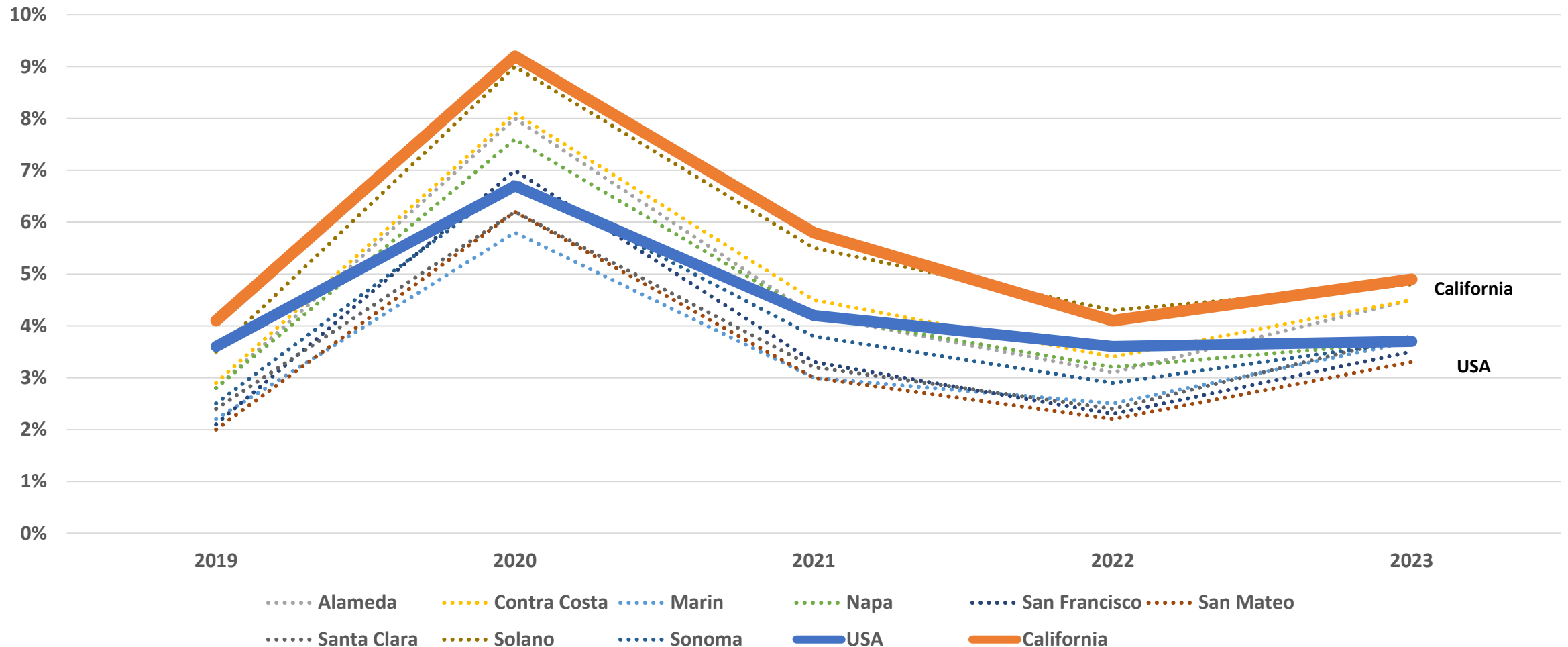
Bay Area Population

- Bay Area Population has declined for 3 consecutive years
- The regional population continues to decline faster than the state population.



Bay Area Unemployment Rate

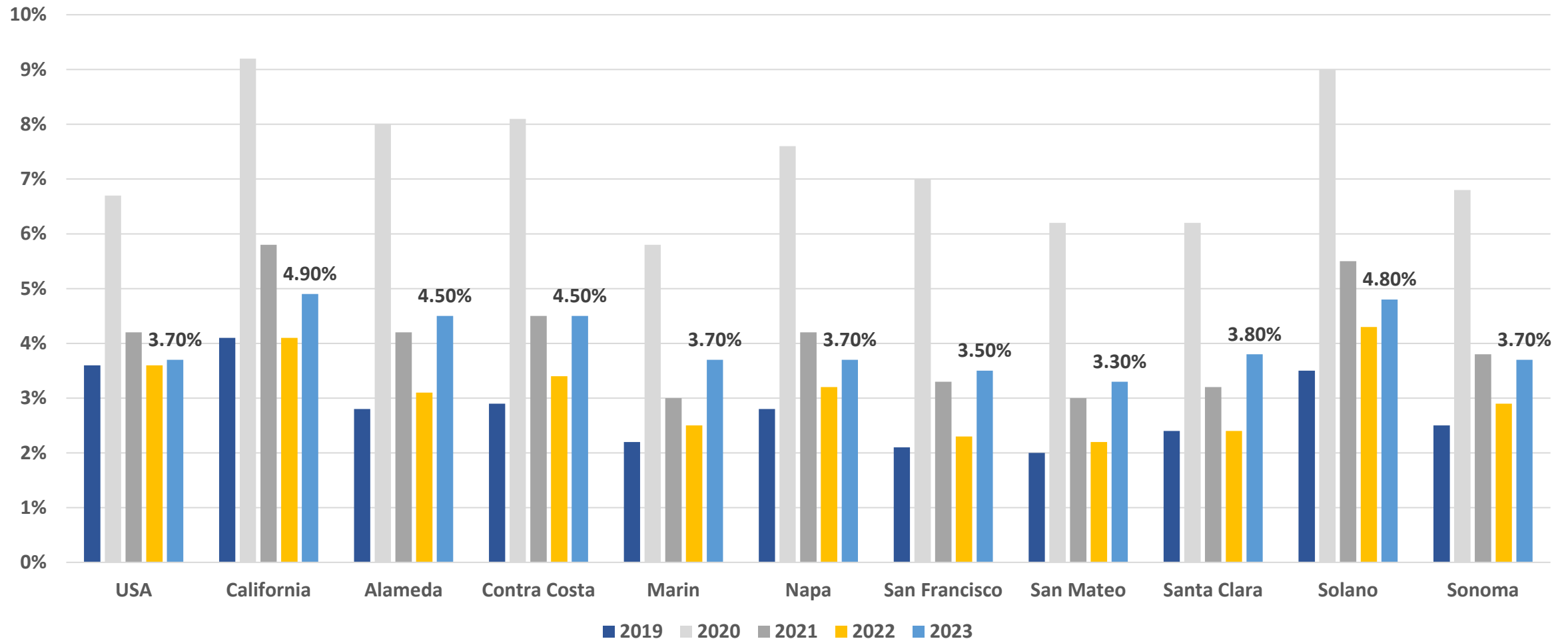
- Unemployment rates have worsened in the last year, mostly lagging behind the national average



Source: US Bureau of Labor Statistics, Local Area Unemployment Statistics
Graph reflects November unemployment rates of each year

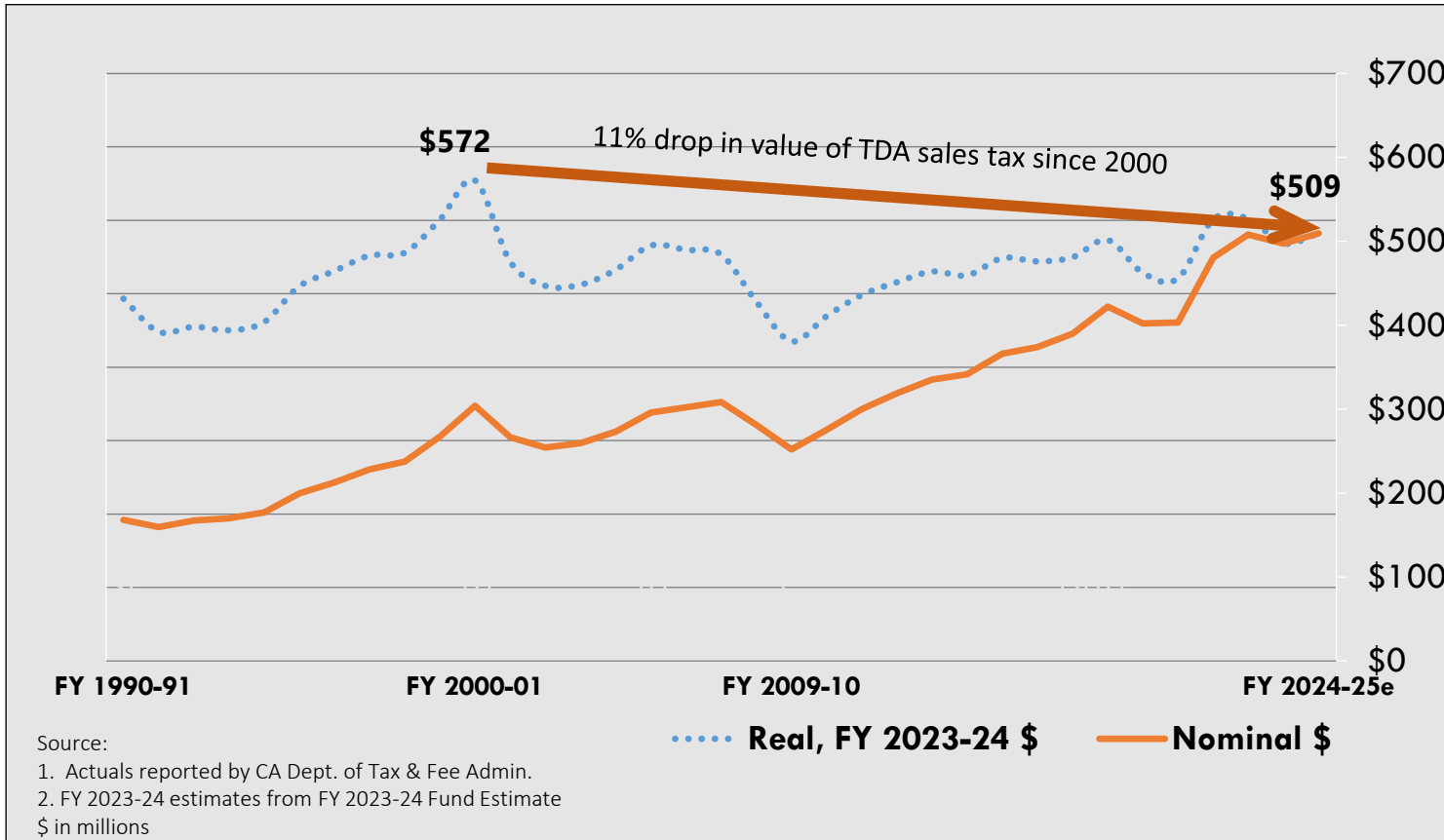
Bay Area Unemployment Rate

- Unemployment rates have worsened in the last year, mostly lagging behind the national average



Source: US Bureau of Labor Statistics, Local Area Unemployment Statistics
Graph reflects November unemployment rates of each year

Real Sales Tax Revenue: 11% drop since 2000



- Despite near continuous increases in sales tax revenues in nominal terms, revenues have not kept up with inflation
- Since 2000, real sales tax revenues have declined 11%

Other Considerations

BART Feeder Bus Agreement

- Established in 1997 to transfer feeder bus operations from BART to East Bay bus operators
- Initial payments were established in 1997 and are indexed to change in AB1107
- BART has communicated an interest in establishing a path to reduced feeder bus payments, as well as a new approach for how payments are calculated
- In FY24, operators agreed to reduce FY23 payments by 15% and FY24 payments by 25%.
- Proposal: Continue same reduction % as FY24 for Feeder Bus Payments in FY25

CDTFA Sales Tax Attribution

- The CA Dept. of Tax & Fee Administration (CDTFA) has been auditing sales tax attribution, and several recent findings may impact TDA sales tax revenues in the Bay Area
- Staff will continue to monitor the result of these audits, and will share updates to the MTC Commission as appropriate

Senate Bill 125 (SB125)

- In November 2023, the Commission adopted MTC Resolution No. 4619 which established a distribution framework for SB 125 funding
- These funds will be tracked in the Fund Estimate, including the \$171 million that will be allocated to operators in FY 2024-25.

Staff Recommendation

Staff recommendation:

Refer **MTC Resolution No. 4629** to the Commission for adoption.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0138 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 1/4/2024 **In control:** Programming and Allocations Committee
On agenda: 2/14/2024 **Final action:**

Title: MTC Resolution No. 4630. Fiscal Year 2023-24 Productivity Improvement Program (PIP).

Recommend adoption of the Fiscal Year 2023-24 Productivity Improvement Program which incorporates the Senate Bill 125-related Regional Accountability Measures for emergency transit funding.

Sponsors:

Indexes:

Code sections:

Attachments: [4a 24-0138 Summary Sheet MTC Resolution No 4630 FY24 PIP.pdf](#)
[4a 24-0138 Attachment A PIP Progress Update.pdf](#)
[4a 24-0138 Attachment B MTC Resloution No 4619 Attachment C.pdf](#)
[4a 24-0138 MTC Resolution No 4630.pdf](#)
[4a 24-0138 Presentation.pdf](#)

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

Subject:

MTC Resolution No. 4630. Fiscal Year 2023-24 Productivity Improvement Program (PIP).

Recommend adoption of the Fiscal Year 2023-24 Productivity Improvement Program which incorporates the Senate Bill 125-related Regional Accountability Measures for emergency transit funding.

Presenter:

Raleigh McCoy

Recommended Action:

Commission Approval

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 14, 2024

Agenda Item 4a – 24-0138

MTC Resolution No 4630. Fiscal Year 2023-24 Productivity Improvement Program (PIP)

Subject:

Recommend adoption of the Fiscal Year 2023-24 Productivity Improvement Program (PIP), which incorporates the Senate Bill (SB) 125-related Regional Accountability Measures for emergency transit funding.

Background:

Productivity Improvement Program

In accordance with Transportation Development Act (TDA) legislation, MTC annually adopts a Productivity Improvement Program (PIP), which is a set of projects to be undertaken by transit operators in the region in the near-term to improve productivity and lower operating costs.

Before MTC can allocate TDA or State Transit Assistance (STA) funds to transit operators for Fiscal Year (FY) 2024-25, MTC must approve the FY2023-24 PIP and affirm that operators have made a reasonable effort to implement their PIP project(s).

Due to impacts to transit operations stemming from the COVID-19 pandemic, the PIP requirement was suspended across all operators for allocations of funds through FY2022-23. Operators' progress toward recommendations included in the FY2020-21 PIP, which is the most recently adopted PIP for the MTC region, was considered as part of the allocation of funds in FY2023-24. Attachment B to this memo summarizes the current status of projects included in the FY2020-21 PIP.

Historically, PIP projects have been derived from recommendations made in the operators' most recently completed TDA triennial performance audits conducted by an independent auditing firm. State statute mandates these recommendations be included in the PIP. Beginning in FY2023-24, regional accountability measures adopted through MTC Resolution No. 4619 and included as Attachment C will be included as PIP projects for transit operators receiving funding under Senate Bill 125. PIP projects may also come from other plans or efforts at the agency. Attachment A to Resolution No. 4630 provides a more detailed description of all projects in the FY2023-24 PIP.

SB 125 Regional Accountability Measure Reporting

Each year, MTC prepares a workbook which operators use to request allocations of operating funds from sources including TDA, STA, and Regional Measure 2 and provide supporting documentation to meet state and regional requirements. The claim workbook includes a requirement to report on progress made toward PIP projects, and must be adopted by the agency's board prior to submittal. Claim workbooks are submitted to MTC on a rolling basis throughout the year, with most operators submitting their workbooks in the summer.

For FY2024-25, operators will request an allocation of SB 125 funds through this workbook. MTC staff will review progress toward SB 125 Regional Accountability Requirements and confirm that satisfactory progress has been made prior to allocation. To assist in the assessment of progress, MTC staff have prepared checklists to clearly delineate expectations for satisfactory performance, which are included as Appendices 1, 2, and 3 to MTC Resolution No. 4630.

The Programming and Allocations Committee will receive two reports summarizing operators' reported progress toward SB 125 Performance Measures each year. First, the committee will receive a progress update alongside the request for approval of allocations of SB 125 funds, first in summer 2024. Additionally, all operators will provide a mid-year progress report to accompany the adoption of that year's PIP, occurring midway through the fiscal year.

Issues:

None.

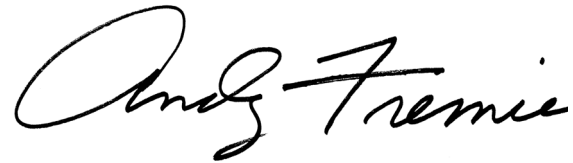
Recommendations:

Refer MTC Resolution No. 4630 to the Commission for approval.

Attachments:

- Attachment A: Summary of FY2020-21 Productivity Improvement Program (PIP) Projects
- Attachment B: SB 125 Regional Accountability Measures (MTC Resolution No. 4619, Attachment C)

- MTC Resolution No. 4630
 - Attachment A: Fiscal Year 2023-24 Productivity Improvement Program
 - Appendix 1: SB 125 Regional Initiative Participation Checklist
 - Appendix 2: SB 125 Schedule Coordination Checklist
 - Appendix 3: SB 125 General Transit Feed Specification (GTFS) and GTFS-Real Time (RT) Compliance Checklist
- Presentation

A handwritten signature in black ink, reading "Andy Fremier". The signature is fluid and cursive, with the first name "Andy" and last name "Fremier" clearly distinguishable.

Andrew B. Fremier

Summary of FY2020-21 Productivity Improvement Program (PIP) Projects

This document provides an update on the current status of projects listed in the most recently approved PIP, MTC Resolution No. 4433 (FY2020-21 PIP). If approved, the projects listed in MTC Resolution No. 4630 (FY2023-24 PIP) will supersede the projects summarized below.

Regional Projects

| Agency | Project | Status |
|---------------|------------------------------------|---------|
| All Operators | Transit Transformation Action Plan | Ongoing |

Regional/Multi-County Operators

| Agency | Project | Status |
|--------|-----------------------------|---------|
| BART | Reduce Unscheduled Absences | Ongoing |

Alameda County

| Agency | Project | Status |
|--------|----------------------------------|---------|
| LAVTA | Paratransit Service Data Project | Ongoing |

Contra Costa County

| Agency | Project | Status |
|---------------------------|---|----------------------------|
| CCCTA (County Connection) | Bus Stop Access Improvement Project | Completed (Summer 2023) |
| ECCTA (Tri Delta Transit) | Demand Response Productivity Improvement Project | Ongoing |
| WCCTA (WestCat) | Implement Strategies to Track Bus Service On-time Performance | Ongoing |

Marin County

| Agency | Project | Status |
|---------------|--|----------------------------|
| Marin Transit | AVL Upgrades and On-Time Performance Integration | Completed (Summer 2021) |

Napa County

| Agency | Project | Status |
|--------|---|-------------|
| NVRTA | VINE Bus Stop Informational Signs Upgrade | In-Progress |
| | Preventable Accident Reduction Project | Ongoing |

Sonoma County

| Agency | Project | Status |
|------------------|---|----------------------------|
| City of Petaluma | Real-Time Signage Installation at Major Bus Stops | In-Progress |
| | Mechanical Failure Rate Reduction Project | Ongoing |
| | Preventable Accident Reduction Program | Completed (Summer 2023) |
| Santa Rosa | Trip Cancellations and No-shows Reduction Project | In-Progress |
| | Preventable Accident Reduction Project | In-Progress |
| | Mechanical Failure Rate Reduction Project | In-Progress |

Date: November 15, 2023
W.I.: 1514
Referred By: PAC
Revised: 12/20/2023 - C

Attachment B
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.

Date: February 28, 2024
W.I.: 1514
Referred By: PAC

ABSTRACT

Resolution No. 4630

This resolution adopts MTC's FY2023-24 Productivity Improvement Program (PIP).

This resolution includes the following attachment:

Attachment A: Productivity Improvement Program for Large and Small Transit Operators

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet for February 14, 2024.

Date: February 28, 2024
W.I.: 1514
Referred By: PAC

Re: MTC Productivity Improvement Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4630

WHEREAS, Public Utilities Code (PUC) section 99244 provides that each transportation planning agency shall annually identify, analyze, and recommend potential productivity improvements which could lower the operating costs of transit operators within the area under its jurisdiction; and

WHEREAS, as provided for in Government Code sections 66500 et seq., the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, PUC section 99244 provides that recommendations for improvements and productivity shall include, but not be limited to, those recommendations related to productivity made in the triennial performance audits of transit operators conducted pursuant to PUC section 99246; and

WHEREAS, in accordance with PUC section 99244, MTC is required each fiscal year, to make a finding that a transit operator has made a reasonable effort in implementing productivity improvement recommendations prior to approving the allocation of Transportation Development Act (TDA) funds in an amount greater than was allocated to the operator in the preceding fiscal year; and

WHEREAS, in accordance with PUC section 99314.7, MTC is required each fiscal year, to make a finding that a transit operator has made reasonable effort in implementing productivity improvements pursuant to PUC section 99244, prior to approving the allocation of State Transit Assistance (STA) funds to the operator for operating purposes; and

WHEREAS, in accordance with PUC section 99233.2, MTC may support the regional transportation planning process by providing technical assistance funding to transit operators or other entities to implement transit productivity improvements; and

WHEREAS MTC Resolution No. 4619 adopted regional accountability measures and identified that these measures be included as productivity improvement projects for transit agencies receiving state or regional Senate Bill 125 funds; now, therefore, be it

RESOLVED, that MTC adopts the productivity improvement projects set forth in Attachment A to this resolution, and incorporated herein by reference; and

RESOLVED, that MTC finds that all transit operators identified in Attachment A have made reasonable effort in implementing productivity improvements and are eligible for allocations of TDA and STA funds next fiscal year in accordance with PUC sections 99244 and 99314.7.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on February 28, 2024.

Date: February 28, 2024
W.I.: 1514
Referred By: PAC

Attachment A
Resolution No. 4630
Page 1 of 5

Fiscal Year 2023-2024 Productivity Improvement Program

All Operators

Transit Operator: All Bay Area Transit Operators

Project Title: Active Participation in Advancement of Regional Initiatives¹

Project Goal: Improve passenger experience and enhance transit efficiency.

Project Description: The Blue Ribbon Transit Recovery Task Force was convened by MTC to guide the future of the Bay Area's public transportation network as the region adjusted to new conditions created by the COVID-19 pandemic. In 2021, the Commission adopted the Transit Transformation Action Plan, leveraging this group's recommendations to document a series of near-term actions needed to begin transforming the region's transit network into a more connected, efficient, and user-focused system. In 2023, the Regional Network Management framework, including the RNM Council, was established to guide regional transit network management activities. All Bay Area transit operators will support the implementation of efforts identified in the Transit Transformation Action Plan and in the RNM Council's Work Plan, across the themes of Fares and Payment (including transit fare policy and integration pilots); Customer Information (including regional mapping and wayfinding initiatives); Transit Network Efficiency; Accessibility (including paratransit streamlining and county-based mobility management efforts); and Funding.

Appendix 1, SB 125 Regional Initiative Participation Checklist, enumerates expectations for satisfactory implementation of this project.

Estimated Completion Date: Ongoing

¹ This PIP project is consistent with the SB 125 Regional Accountability Measure titled "Active Participation in Advancement of Regional Initiatives". All transit operators, including those receiving SB 125 funds, must demonstrate advancement of these efforts.

All Senate Bill 125 Funding Recipients²

Transit Operator: All Bay Area Transit Operators Receiving SB 125 Funds (NEW)

Project Title: Schedule Coordination

Project Goal: Improve passenger experience and enhance transit efficiency.

Project Description: Provide ongoing participation in efforts to improve scheduled connections between operators and take necessary steps to align operator/driver sign-up processes to facilitate connections.

Appendix 2, SB 125 Schedule Coordination Checklist, describes expectations for satisfactory implementation of this project.

Estimated Completion Date: Ongoing

Transit Operator: All Bay Area Transit Operators Receiving SB 125 Funds (NEW)

Project Title: General Transit Feed Specification (GTFS) Audit

Project Goal: Improve passenger experience.

Project Description: Complete audit checklist in accordance with guidelines provided by MTC in order to assess the agency's quality of data delivery and develop recommendations for improvement if needed.

Appendix 3, SB 125 General Transit Feed Specification (GTFS) and GTFS-Real Time (RT) Compliance Checklist, outlines expectations for satisfactory implementation of this project.

Estimated Completion Date: Ongoing

Regional/Multi-County

Transit Operator: Alameda-Contra Costa Transit District (AC Transit) (NEW)

² Transit operators receiving SB 125 funds include: AC Transit, ACE, BART, Caltrain, ECCTA, Golden Gate Transit, LAVTA, NVRTA, SFMTA, SolTrans, and WestCAT.

Project Title: Report on Realign Service Planning Initiative

Project Goal: Enhance transit efficiency.

Project Description: Provide a written report on the interim findings of AC Transit's Realign Service Planning Initiative, including estimated ridership growth benefits and lessons learned which could inform other agency service redistribution efforts.

Estimated Completion Date: December 2024

Transit Operator: Bay Area Rapid Transit District (BART) (NEW)

Project Title: Implement New Fare Gates System-wide

Project Goal: Curtail fare evasion.

Project Description: Continue progress in implementation of new fare gates system-wide in a matter that facilitates completion by the end of 2025.

Estimated Completion Date: December 2025

Transit Operator: Bay Area Rapid Transit District (BART) (NEW)

Project Title: Report on Ambassador/Crisis Prevention Program(s)

Project Goal: Enhance passenger safety and security.

Project Description: 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. A report should be provided on an annual basis prior to the allocation of funds in a given fiscal year.

Estimated Completion Date: Ongoing

Transit Operator: Golden Gate Bridge, Highway and Transportation District (NEW)

Project Title: North Bay Transit Optimization Collaboration

Project Goal: Enhance transit efficiency.

Project Description: Summarize efforts to provide active participation and collaboration with Marin and Sonoma County transit providers in efforts to optimize North Bay Transit service. A report should be provided on an annual basis prior to the allocation of funds in a given fiscal year.

Estimated Completion Date: Ongoing

Transit Operator: Peninsula Corridor Joint Powers Board (Caltrain) *(NEW)*

Project Title: Report on Crisis Prevention Program

Project Goal: Enhance passenger safety and security.

Project Description: 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. A report should be provided on an annual basis prior to the allocation of funds in a given fiscal year.

Estimated Completion Date: Ongoing

San Francisco County

Transit Operator: San Francisco Municipal Transportation Agency (SFMTA) *(NEW)*

Project Title: Report on Fare Collection

Project Goal: Curtail fare evasion.

Project Description: Provide a written report on SFMTA's fare collection procedures and opportunities and/or recommendations for reducing fare evasion. A report should be provided on an annual basis prior to the allocation of funds in a given fiscal year.

Estimated Completion Date: Ongoing

Transit Operator: San Francisco Municipal Transportation Agency (SFMTA) *(NEW)*

Project Title: Report on Ambassador/Crisis Prevention Program(s)

Project Goal: Enhance passenger safety and security.

Project Description: 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. A report should be provided on an annual basis prior to the allocation of funds in a given fiscal year.

Estimated Completion Date: Ongoing

Appendix 1: SB 125 Regional Initiative Participation Checklist

Instructions: To assess satisfaction of the SB 125 Regional Accountability Measure related to support for regional initiatives, agency should note their advancement of each activity in the checklist below during FY2023-24.

Mark Yes, No, or N/A for each row, and provide context in the Comments field. For Question 13, elaborate on any other initiatives that the agency undertook in FY2023-24 to support Regional Network Management or implementation of the Transit Transformation Action Plan.

| Activity | Yes | No | N/A | Comments |
|---|-----|----|-----|----------|
| RNM Council | | | | |
| 1. Active participation in RNM Council meetings | | | | |
| Fare Coordination and Integration | | | | |
| 2. Participation in Clipper BayPass pilot program | | | | |
| 3. Participation in Clipper START pilot program | | | | |
| 4. Active participation in staff working groups to advance regional transit fare coordination and integration | | | | |
| Customer Information | | | | |
| 5. Active participation in staff working group(s) to develop Regional Mapping & Wayfinding Standards | | | | |
| 6. Active participation in efforts to improve real-time transit information | | | | |
| 7. Active participation in efforts to improve public communications | | | | |
| 8. Active participation in efforts to coordinate on customer satisfaction surveys | | | | |
| Transit Network | | | | |
| 9. Active participation in staff working group(s) to coordinate on transit priority initiatives | | | | |
| 10. Coordination with the Transit 2050+ team as needed (e.g., data requests, attendance at meetings, etc.) | | | | |
| 11. Active participation in subregional integration efforts | | | | |
| Accessibility | | | | |
| 12. Active participation in staff working group(s) to coordinate on the Access & Mobility work plan | | | | |

| |
|--|
| Other Regional Network Management Involvement |
| 13. Please describe other activities related to Regional Network Management or Transit Transformation Action Plan initiatives that the agency actively participated in during Fiscal Year 2023-24. |
| |
| MTC Comments |
| <i>For MTC staff to fill out. Please leave blank.</i> |

Appendix 2: SB 125 Schedule Coordination Checklist

1. Has your agency implemented coordinated operator sign-ups in January and August as part of the current signed labor agreement?

- ☐ Yes
☐ Negotiation in-progress or expected in upcoming cycle
☐ No
☐ N/A

2. If implementation of coordinated operator sign-ups in January and August has not yet occurred, when do you anticipate implementation will be complete?

3. Is your agency actively participating in the development of the Bay Area Transit Reliability and Accessibility Network Scheduling Framework and Equitable Regional Plan (Bay Area TRANSFER Plan)?

- ☐ Yes
☐ No
☐ N/A

4. Please describe any other efforts your agency has taken related to schedule coordination during Fiscal Year 2023.

Appendix 3: SB 125 General Transit Feed Specification (GTFS) and GTFS-Real Time (RT) Compliance Checklist

Contact

Please provide the contact information

Name: _____
Title: _____
Agency: _____
Email: _____
Phone: _____

Basic GTFS compliance

1. Is your GTFS feed publicly available at a stable URL?
☐ Yes
☐ No
☐ N/A
2. Is your data provided under an open data license?
☐ Yes
☐ No
☐ N/A
3. Can your data be validated by the 511 SF Bay Area system without any errors?
☐ Yes
☐ No
☐ N/A
4. Is your data made available at least 2 weeks in advance of the service change effective date?
☐ Yes
☐ No
☐ N/A

Basic GTFS-RT compliance

1. Is your data compliant with all three feeds – Trip Updates, Vehicle Positions, and Alerts?
☐ Yes
☐ No
☐ N/A
2. Is your data publicly available at stable URLs?
☐ Yes
☐ No
☐ N/A
3. Is your data provided under an open data license?

- ☐ Yes
 - ☐ No
 - ☐ N/A
4. Can your data be validated by the 511 SF Bay system without any errors?
- ☐ Yes
 - ☐ No
 - ☐ N/A

GTFS beyond basic compliance

1. Cal-ITP's latest California Transit Data Guidelines recommends compliance with the following:
- a. stops.txt file has valid non-empty non-null values for all records in the wheelchair_boarding field.
 - b. trips.txt file has valid non-empty non-null values for all records in the wheelchair_accessible field.
 - c. stops.txt file includes tts_stop_name data especially for those stops that are commonly mispronounced.
 - d. shape data be provided accurately for all trips.

Does your data satisfy the above recommendations?

- ☐ Yes
 - ☐ No
 - ☐ N/A
2. Does your data include Pathways data?
- ☐ Yes
 - ☐ No
 - ☐ N/A
3. Does your data follow GTFS Best Practices (reference provided at the end)?
- ☐ Yes
 - ☐ No
 - ☐ N/A
4. Do you provide complete data for all fixed route and demand responsive (GTFS-Flex) routes?
- ☐ Yes
 - ☐ No
 - ☐ N/A
5. Bay Area Regional Transit Data Guidelines recommends compliance with the following:
- a. routes.txt file has data in the route_short_name field.
 - b. stops.txt file for real-time enabled agencies has unique numeric stop_code values with MTC assigned prefixed digits for all stops.
 - c. trips.txt file has trip_headsign and direction_id values.
 - d. directions.txt, route_attributes.txt, and calendar_attributes.txt GTFS+ files are included.
 - e. calendar.txt file has at least one service record with one of the day values set to '1'.

Does your data satisfy the above recommendations?

- ☐ Yes
- ☐ No
- ☐ N/A

GTFS-RT beyond basic compliance

1. Does your data follow GTFS-RT Best Practices (reference provided at the end)?
 - ☐ Yes
 - ☐ No
 - ☐ N/A
2. Cal-ITP's latest California Transit Data Guidelines recommends compliance with the following:
 - a. Data represents all fixed route services in RT feeds.
 - b. Data represents all planned (SCHEDULED and CANCELLED) and unplanned (ADDED) trips in RT feeds.
 - c. Vehicle Positions feed fully represents Trip Updates feed.
 - d. Trip Updates and Vehicle Positions feeds update every 20 seconds with updated timestamps.
 - e. Unplanned or short-notice service changes are represented in RT unless an updated GTFS schedule feed is disseminated in time for most trip planners.

Does your data satisfy the above recommendations?

- ☐ Yes
- ☐ No
- ☐ N/A
3. Do you perform real-time prediction accuracy monitoring?
- ☐ Yes
- ☐ No
- ☐ N/A
4. If you answered yes in the previous question, how often do you perform monitoring?
- ☒ Weekly
- ☐ Monthly
- ☐ Quarterly
- ☐ Yearly
- ☐ Others

Please also attach a sample monitoring report if possible.

Please describe any efforts your agency has taken to audit the accuracy of GTFS-RT predictions. Attach any relevant reports or data describing accuracy assessment findings.

| |
|--|
| |
|--|

Please suggest any recommendations you may have for data quality improvement.

| |
|--|
| |
|--|

Reference

- a. [General Transit Feed Specification](#)
- b. [GTFS Best Practice](#) & [GTFS-RT Best Practice](#)
- c. [California Transit Data Guidelines v3.1](#)
- d. Bay Area Regional Transit Data Guidelines – available on request

DRAFT



Image Credit: Noah Berger

FY2023-24 Productivity Improvement Program and SB 125 Regional Accountability Measure Implementation



METROPOLITAN
TRANSPORTATION
COMMISSION

Raleigh McCoy
MTC Programming and Allocations Committee
February 14, 2024

SB 125 Regional Accountability Measures Adopted Through MTC Resolution No. 4619

| 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 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 | <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 |

Proposed SB 125 Regional Accountability Measure Reporting Process

February
2024

FY2023-24 PIP Adoption

On a
Rolling
Basis –
Starting
June
2024

Operators Submit Request for Allocation and SB 125 Accountability Measure Progress Update (*Requires Operator Board Approval*)

Staff Assesses Advancement of SB 125 Accountability Measures

Staff Report to PAC on Operator Progress and Request Approval of Allocation (Beginning Summer 2024)

Staff Mid-Year Report to PAC on Operator Progress and Request Approval of FY2024-25 PIP (Early 2025)

Recommended Action and Next Steps

Recommended Action

- Staff request referral of MTC Resolution No. 4630, FY2023-24 Productivity Improvement Program (PIP), to the Commission for adoption

Next Steps

- Operators will report on progress toward PIP projects when they request allocation of FY2024-25 operating funds
- Staff will provide an update on progress toward PIP projects to this committee prior to the allocation of FY2024-25 SB 125 funds in summer 2025



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

| | | | | | |
|-----------------------|---|----------------------|---|---------------------------------------|--|
| File #: | 24-0170 | Version: | 1 | Name: | |
| Type: | Report | Status: | | Informational | |
| File created: | 1/12/2024 | In control: | | Programming and Allocations Committee | |
| On agenda: | 2/14/2024 | Final action: | | | |
| Title: | California Transportation Commission (CTC) and State Funding Programs Update on CTC and state funding programs under the CTC's purview. | | | | |
| Sponsors: | | | | | |
| Indexes: | | | | | |
| Code sections: | | | | | |
| Attachments: | 5a 24-0170 Summary Sheet CTC Update Feb.pdf | | | | |

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

Subject:
California Transportation Commission (CTC) and State Funding Programs Update on CTC and state funding programs under the CTC's purview.

Presenter:
Kenneth Kao

Recommended Action:
Information

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 14, 2024

Agenda Item 5a – 24-0170

California Transportation Commission (CTC) and State Funding Programs Update

Subject:

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

Background:

The California Transportation Commission (CTC) is responsible for programming and allocating certain state and federal transportation funds for the planning and implementation of highway, passenger rail, non-motorized facilities, and transit improvements throughout California. Among other transportation funding programs, the CTC approves programming and allocations for the State Transportation Improvement Program (STIP); State Highway Operations and Protection Program (SHOPP); State Active Transportation Program (ATP) and various Senate Bill 1 (SB1) programs including Solutions for Congested Corridors Program (SCCP); Trade Corridor Enhancement Program (TCEP) and the Local Partnership Program (LPP). The CTC allocates funds for projects in the Transit and Intercity Rail Capital Program (TIRCP), following project selection by the California State Transportation Agency (CalSTA).

The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Jay Bradshaw (Executive Secretary-Treasurer, Northern California Carpenters Regional Council), Darnell Grisby (Senior Vice President, Beneficial State Foundation), and Vice-Chair Carl Guardino (Vice President of Government Affairs, Tarana Wireless).

January CTC Meeting (January 25-26, Modesto)

The CTC met and discussed the following items of regional significance.

Draft 2025 Active Transportation Program Fund Estimate and Guidelines

The CTC received the draft 2025 ATP Fund Estimate and Guidelines and will consider adopting the final version at their upcoming meeting in March. Caltrans noted that the Governor's January Budget Proposal for FY 2024-25 includes a reduction of \$200 million from the ATP Program. If

the budget is approved as proposed in June, Caltrans and CTC will revise the Fund Estimate downward by roughly 35% to account for the \$200 million reduction.

I-15 Express Lane Project Allocation

The CTC approved allocating over \$200 million in SB1 and STIP funds to the I-15 Express Lanes project in San Bernardino County. While this action does not directly impact the Bay Area, the item garnered significant discussion from the public and among the Commissioners. The allocation was deferred from the December CTC meeting, where the Commission deadlocked on a 3-3 vote. In January, the CTC ultimately approved the allocation by a 9-1 vote.

Allocations, Extensions, and Amendments.

The CTC approved the following:

Allocations. For construction phase allocations, CTC provides a six-month deadline to award a construction contract.

- Funding allocation for one STIP project sponsored by BART.

Extensions.

- Contract award extension for an LPP formulaic project in Contra Costa and Marin Counties.
- Contract award extension for a TIRCP project in Santa Clara County.

Amendments.

- Program amendment to the LPP formulaic program to program to projects in San Francisco County.
- Allocation amendments for two LPP formulaic program projects in Napa County.

MTC staff continue to work with project sponsors of all the CTC-managed programs to ensure meeting CTC delivery deadlines and requirements.

CTC Leadership and Commissioner Changes.

The CTC elected Commissioner Carl Guardino to be Chair and Commissioner Darnell Grisby to be Vice-Chair starting in March 2024.

Commissioner Joseph Lyou's Assembly appointment expired in January 2024. The current Assembly Speaker, Robert Rivas (D-Salinas), appointed Commissioner Bob Tiffany in February to replace Commissioner Lyou. Commissioner Tiffany was formerly a San Benito County Supervisor.

Next Steps:

The next CTC meeting is scheduled for March 21-22, 2024, to be held in San Jose and online.

Issues:

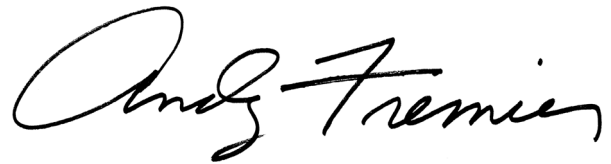
None identified.

Recommendations:

Information. No action required.

Attachments:

None.

A handwritten signature in black ink, reading "Andy Fremier". The signature is fluid and cursive, with the first name "Andy" and last name "Fremier" clearly distinguishable.

Andrew B. Fremier