



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Programming and Allocations Committee

*Cindy Chavez, Chair    Nate Miley, Vice Chair*

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Wednesday, March 13, 2024

9:45 AM

Board Room - 1st Floor

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The Programming and Allocations Committee is scheduled to meet at 9:45 a.m. or immediately following the 9:40 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/84569843419>

iPhone One-Tap: US:

+13462487799,,84569843419# US (Houston)

+17193594580,,84569843419# US

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

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

Webinar ID: 845 6984 3419

International numbers available: <https://bayareametro.zoom.us/j/84569843419>

Detailed instructions on participating via Zoom are available at:

<https://bayareametro.zoom.us/j/84569843419>

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at [info@bayareametro.gov](mailto:info@bayareametro.gov) by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name 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.

Clerk: Carsie Bonner

**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.**     [24-0198](#)     Approval of Programming and Allocations Committee Minutes of February 14, 2024 Meeting.

**Action:**             Committee Approval

**Attachments:**     [2a 24-0198 Feb 14 2024 Prog&Allocations Draft Minutes.pdf](#)

- 2b.**     [23-1414](#)     MTC Resolution No. 4108, Revised. Revisions to the Transportation Development Act (TDA) Article 3 Policies and Procedures to add eligible project types and make other minor clarifications.

**Action:**             Commission Approval

**Presenter:**       Luis Garcia

**Attachments:**     [2b 23-1414 Summary Sheet TDA Revisions MTC Resolution 4108.pdf](#)  
                          [2b 23-1414 MTC Resolution 4108.pdf](#)

- 2c.**     [24-0262](#)     MTC Resolution Nos. 4570, Revised and 4571, Revised. Allocation of \$7.8 million in FY2023-24 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to Union City and Eastern Contra Costa Transit Authority/Tri Delta Transit (ECCTA) to support transit operations and capital projects in the region.

**Action:**             Commission Approval

**Presenter:**       Luis Garcia

**Attachments:**     [2c 24-0262 Summary Sheet UnionCity ECCTA Allocations MTC Resolution](#)  
                          [2c 24-0262 Attachment A Transit Operator Budget Summary.pdf](#)  
                          [2c 24-0262 MTC Resolution 4570.pdf](#)  
                          [2c 24-0262 MTC Resolution 4571.pdf](#)

- 2d. [24-0264](#) MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant (OBAG 2) Program to finalize Housing Incentive Pool (HIP) award amounts.

**Action:** Commission Approval

**Presenter:** Thomas Arndt

**Attachments:** [2d 24-0264 Summary Sheet HIP MTC Reso 4202.pdf](#)  
[2d 24-0264 Attachment 1 HIP Qualifying Units Award Jurisdiction.pdf](#)  
[2d 24-0264 MTC Resolution 4202.pdf](#)

- 2e. [24-0265](#) MTC Resolutions Nos. 3989, Revised and 4505, Revised. Various revisions to the One Bay Area Grant Program (OBAG 3) and MTC exchange program, including reprogramming \$2 million to provide matching funds for MTC's Safe Streets and Roads for All (SS4A) grant, reprogramming \$2 million to update pavement data collection software, changing the fund source for both projects from STP/CMAQ to non-federal exchange funds, and the addition of the City of Albany as co-sponsor for a portion of the San Pablo Avenue Parallel Bike Network project.

**Action:** Commission Approval

**Presenter:** Thomas Arndt

**Attachments:** [2e 24-0265 Summary Sheet OBAG3 MTC Exchange Program Revisions .](#)  
[2e 24-0265 MTC Resolution 3989.pdf](#)  
[2e 24-0265 MTC Resolution 4505.pdf](#)

- 2f. [24-0215](#) MTC Resolution No. 4273, Revised. FY 2023-24 Cap and Trade Low Carbon Transit Operations Program (LCTOP).

**Action:** Commission Approval

**Presenter:** Anne Spevack

**Attachments:** [2f 24-0215 Summary Sheet LCTOP MTC Resolution 4273.pdf](#)  
[2f 24-0215 MTC Resolution 4273.pdf](#)

### 3. Regional

- 3a.**     [24-0267](#)     MTC Resolution No. 4633. Adoption of the 2025 Regional Active Transportation Program (ATP) Cycle 7 Guidelines.
- Action:**             Commission Approval
- Presenter:**       Karl Anderson
- Attachments:**    [3a 24-0267 Summary Sheet ATP MTC Resolution 4633.pdf](#)  
                                  [3a 24-0267 Attachment 1 2025 Statewide ATP Changes.pdf](#)  
                                  [3a 24-0267 Attachment 2 2024 Regional ATP Changes.pdf](#)  
                                  [3a 24-0267 Attachment 3 MTC Resolution No 4633.pdf](#)
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- 3b.**     [24-0301](#)     MTC Resolution Nos. 4586, Revised; 4592, Revised; 4614, Revised; 4615, Revised; and 4635. Allocation of \$49.9 million in Regional Measure 3 (RM3) capital funds to Contra Costa Transportation Authority (CCTA), Bay Area Infrastructure Financing Authority (BAIFA), Water Emergency Transportation Authority (WETA), San Francisco Municipal Transportation Agency (SFMTA), and San Mateo County Transportation Authority (SMCTA).
- Allocation of a total \$49.9 million in RM3 capital funds: \$0.5 million to CCTA for the I-680/SR-4 Interchange Improvements - Trail Connection Feasibility Study (RM3 Project #19.2), \$16.7 million to BAIFA under the Bay Area Corridor Express Lanes program for the I-80 Express Lanes Toll System (RM3 Project #2.2), \$0.84 million to WETA under the Ferry Enhancement Program for the Shoreline Electrical Program (RM3 Project #5.2), \$12.6 million to SFMTA under MUNI Fleet Expansion and Facilities Projects for the Presidio Yard Modernization Project (RM3 Project #10.6), and \$19.3 million to SMCTA for Highway 101/State Route 92 Interchange Area Improvements (RM3 Project #18.1).
- Action:**             Commission Approval
- Presenter:**       Craig Bosman
- Attachments:**    [3b 24-0301 Summary Sheet RM3 Allocations MTC Resolutions 4614 4615](#)  
                                  [3b 24-0301 Attachment A RM3 Capital Expenditure Plan Tracker.pdf](#)  
                                  [3b 24-0301 Attachment B RM3 Allocation Project Summaries.pdf](#)  
                                  [3b 24-0301 Attachment C TOC letter of acknowledgement WETA Shoreline](#)  
                                  [3b 24-0301 MTC Resolution 4586.pdf](#)  
                                  [3b 24-0301 MTC Resolution 4592.pdf](#)  
                                  [3b 24-0301 MTC Resolution 4614.pdf](#)  
                                  [3b 24-0301 MTC Resolution 4615.pdf](#)  
                                  [3b 24-0301 MTC Resolution 4635.pdf](#)

- 3c. [24-0258](#) MTC Resolution Nos. 4625, Revised and 4626, Revised. Approval of revisions to the FY2023-24 Regional Measure 3 (RM3) Operating Program and allocation of FY2023-24 RM3 Operating Program funds to support express bus operations.

**Action:** Commission Approval

**Presenter:** Raleigh McCoy

**Attachments:** [3c 24-0258 Summary Sheet MTC Resolution 4625.pdf](#)  
[3c 24-0258 MTC Resolution 4625.pdf](#)  
[3c 24-0258 MTC Resolution 4626.pdf](#)  
[3c 24-0258 Presentation FY24\\_RM3\\_Op\\_Express\\_Bus.pdf](#)

#### 4. Federal

- 4a. [24-0270](#) MTC Resolution Nos. 4444, Revised and 4510, Revised. Transit Capital Priorities Policy and Program Revisions FYs 2021-22 - 2023-24.

Update of Transit Capital Priorities (TCP) Process and Criteria and programming of \$77.6 million in FTA Formula Revenue funding for FYs 2021-22 through 2023-24, for transit operator state-of-good-repair consistent with the TCP Process and Criteria.

**Action:** Commission Approval

**Presenter:** Margaret Doyle

**Attachments:** [4a 24-0270 Summary Sheet TCP Update.pdf](#)  
[4a 24-0270 Attachment A TCP Policy Program Detail.pdf](#)  
[4a 24-0270 MTC Resolution No 4444.pdf](#)  
[4a 24-0270 MTC Resolution No 4510.pdf](#)  
[4a 24-0270 TCP Policy and Programming Presentation.pdf](#)

#### 5. 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.*

[24-0433](#) Public Comment

**Attachments:** [5 Public Comment SF Bay Ferry.pdf](#)

## **6. Adjournment / Next Meeting**

**The next meeting of the Programming and Allocations Committee will be held on April 10, 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](http://mtc.ca.gov)) for public review for at least one year.

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

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

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

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

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

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 24-0198      **Version:** 1      **Name:**

**Type:** Report      **Status:** Consent

**File created:** 1/22/2024      **In control:** Programming and Allocations Committee

**On agenda:** 3/13/2024      **Final action:**

**Title:** Approval of Programming and Allocations Committee Minutes of February 14, 2024 Meeting.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2a\\_24-0198\\_Feb\\_14\\_2024\\_Prog&Allocations\\_Draft\\_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Approval of Programming and Allocations Committee Minutes of February 14, 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*

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Wednesday, February 14, 2024

10:10 AM

Board Room - 1st Floor

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### 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

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

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

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

Non-voting member present: Commissioner Schaaf and Commissioner El-Tawansy

### 2. Consent Calendar

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

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

2a. [24-0146](#) Approval of the Programming and Allocations Committee Minutes of January 10, 2024 Meeting.

**Action:** Committee Approval

2b. [24-0125](#) Transit Performance Initiative - Investment Program Semi-Annual Update.

**Action:** Informational

**Presenter:** Anne Spevack

- 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

- 2d.**     [24-0137](#)     MTC Resolution 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

- 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

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

**Action:** Commission Approval

**Presenter:** John Saelee

### 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

**Upon the motion by Commissioner Pedroza and seconded by Commissioner Ronen, the Committee unanimously approved the referral of MTC Resolution No. 4629 to the Commission for approval. The motion carried by the following vote:**

**Aye:** 5 - Commissioner Abe-Koga, Commissioner Fleming, Vice Chair Papan, Commissioner Ronen and Pedroza

**Nay:** 1 - Commissioner Glover

**Absent:** 3 - Commissioner Chavez, Commissioner Miley and Commissioner Thao

### 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

**Upon the motion by Commission Papan and seconded by Commissioner Abe-Koga, the Committee unanimously approved the referral of MTC Resolution No. 4630 to the Commission for approval and directed staff to address comments made by the Committee. The motion carried by the following vote:**

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

**Absent:** 3 - Commissioner Chavez, Commissioner Miley and Commissioner Thao

**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

**6. Public Comment / Other Business**

**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.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	23-1414	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Consent	
<b>File created:</b>	11/2/2023	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	3/13/2024	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution No. 4108, Revised. Revisions to the Transportation Development Act (TDA) Article 3 Policies and Procedures to add eligible project types and make other minor clarifications.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">2b 23-1414 Summary Sheet TDA Revisions MTC Resolution 4108.pdf</a> <a href="#">2b 23-1414 MTC Resolution 4108.pdf</a>				

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

MTC Resolution No. 4108, Revised. Revisions to the Transportation Development Act (TDA) Article 3 Policies and Procedures to add eligible project types and make other minor clarifications.

### Presenter:

Luis Garcia

### Recommended Action:

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**March 13, 2024**

**Agenda Item 2b - 23-1414**

**MTC Resolution No. 4108, Revised**

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**Subject:**

Revisions to the Transportation Development Act (TDA) Article 3 Policies and Procedures to add eligible project types and make other minor clarifications.

**Background:**

The TDA authorizes 2% of quarter sales tax revenue to fund bicycle and pedestrian projects in each of the nine counties within the Bay Area. MTC adopts policies and procedures for this funding and administers annual programming of TDA Article 3 (roughly \$8.1 million in Fiscal Year 2023-24). The proposed revisions to the policy and procedures of TDA Article 3 seek to provide clarification on common questions raised by stakeholders, refine reporting requirements, and formalize the extension process. These proposed revisions were shared with each TDA Article 3 County Coordinator for feedback and were presented at the February Active Transportation Working Group meeting.

Sponsors across the Bay Area have noted that future maintenance has been a concern when pursuing Class I or Class IV projects. Staff propose that purchase of maintenance equipment for exclusive use on Class I and/or Class IV separated bikeways be identified as an eligible use of TDA Article 3 funds. The addition of maintenance equipment as an eligible expense will remove a hurdle for sponsors in reaching their comprehensive bike facilities goals.

To clearly confirm the funding recommendations of the Countywide BPAC, staff propose that along with the adopted annual programming list, counties include a section or provide a new document dedicated to comments or overall sentiment of the BPAC on each of the selected projects. This procedure provides a consistent expectation of BPAC engagement while adding a minimal administrative burden to the counties or project sponsors.

Staff proposes that additional project location documentation for application and reimbursement requests be submitted to MTC to continue building a repository of sustainable transportation projects throughout the Bay Area. Staff intend to use this data for future analysis.

Lastly, project delivery timeline extensions for TDA Article 3 are currently carried out on an individual basis. Staff propose to formalize the project extension process by providing a document template for county coordinators to submit to MTC near the end of the fiscal year. This document will include background information on each request and will be used for future analysis. Additionally, it will streamline the process to provide greater project status visibility to county coordinators and reduce MTC's administrative burden.

The new policies and procedures would be effective with the FY2025-26 funding cycle since the process for selecting projects for FY2024-25 funding is well underway in all counties.

**Issues:**

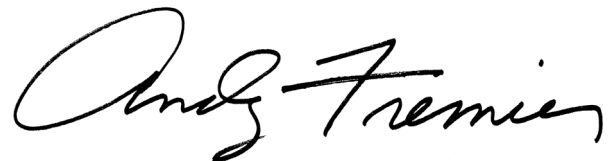
None identified.

**Recommendations:**

Refer MTC Resolution No. 4108, Revised to the Commission for approval.

**Attachments:**

- MTC Resolution No. 4108, Revised

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is fluid and cursive, with the first name "Andrew" written in a larger, more prominent script than the last name "Fremier".

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Andrew B. Fremier

Date: June 26, 2013  
W.I.: 1514  
Referred By: PAC  
Revised: 02/24/16-C  
12/16/20-C  
03/27/24-C

ABSTRACT

Resolution No. 4108, Revised

This resolution establishes policies and procedures for the submission of claims for Article 3 funding for pedestrian and bicycle facilities as required by the Transportation Development Act in Public Utilities Code (PUC) Section 99401.(a). Funding for pedestrian and bicycle projects is established by PUC Section 99233.3.

This resolution supersedes MTC Resolution No. 875, Revised commencing with the FY2014-15 funding cycle.

This resolution was revised on February 24, 2016 to make pedestrian safety education projects eligible for funding, in accordance with recent state law changes.

This resolution was revised on December 16, 2020 to add quick builds and separated bikeways as eligible project types and make other minor updates.

This resolution was revised on March 27, 2024 to add maintenance equipment capital purchases as an eligible project type, include the procedure for time extension on projects, and other minor updates.

Further discussion of these procedures and criteria are contained in the Programming and Allocations Summary Sheet dated June 12, 2013, February 10, 2016, December 9, 2020, and March 13, 2024.



Date: June 26, 2013  
W.I.: 1514  
Referred By: PAC

RE: Transportation Development Act, Article 3. Pedestrian and Bicycle Projects.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4108

WHEREAS, the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., requires the Transportation Planning Agency to adopt rules and regulations delineating procedures for the submission of claims for funding for pedestrian and bicycle facilities (Article 3, PUC Section 99233.3); state criteria by which the claims will be analyzed and evaluated (PUC Section 99401(a); and to prepare a priority list for funding the construction of pedestrian and bicycle facilities (PUC Section 99234(b)); and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the Transportation Planning Agency for the San Francisco Bay Region, adopted MTC Resolution No. 875 entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects", that delineates procedures and criteria for submission of claims for Article 3 funding for pedestrian and bicycle facilities; and

WHEREAS, MTC desires to update these procedures and criteria commencing with the FY2014-15 funding cycle, now therefore be it

RESOLVED, that MTC adopts its policies and procedures for TDA funding for pedestrian and bicycle facilities described in Attachment A ; and be it further

RESOLVED, that the prior policy governing allocation of funds contained in Resolution No. 875 is superseded by this resolution, effective with the FY 2014-15 funding cycle.

METROPOLITAN TRANSPORTATION COMMISSION

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Amy Rein Worth, Chair

The above resolution was approved by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held  
in Oakland, California, on June 26, 2013.

Date: June 26, 2013  
W.I.: 1514  
Referred By: PAC  
Revised: 02/24/16-C 12/16/20-C  
03/27/24-C

Attachment A  
Resolution No. 4108  
Page 1 of 7

TRANSPORTATION DEVELOPMENT ACT, ARTICLE 3,  
PEDESTRIAN/BICYCLE PROJECTS  
Policies and Procedures

Eligible Claimants

The Transportation Development Act (TDA), Public Utilities Code Sections 99233.3 and 99234, makes funds available in the nine-county Metropolitan Transportation Commission (MTC) Region for the exclusive use of pedestrian and bicycle projects. MTC makes annual allocations of TDA Article 3 funds to eligible claimants after review of applications submitted by county coordinator which may be the county, County Transportation Agency (CTA) or Congestion Management Agency (CMA) of the county.

All cities and counties in the nine counties in the MTC region are eligible to claim funds under TDA Article 3. Joint powers agencies composed of cities and/or counties are also eligible provided their JPA agreement allows it to claim TDA funds.

Application

1. The county coordinator will be responsible for developing a program of projects not more than annually, which they initiate by contacting the county and all cities and joint powers agencies within their jurisdiction and encouraging submission of project applications.
2. Claimants will send one or more copies of project applications to the county coordinator (see "Priority Setting" below).
3. A project is eligible for funding if:
  - a. The project sponsor submits a resolution of its governing board that addresses the following six points:
    1. There are no legal impediments regarding the project.
    2. Jurisdictional or agency staffing resources are adequate to complete the project.
    3. There is no pending or threatened litigation that might adversely affect the project or the ability of the project sponsor to carry out the project.
    4. Environmental and right-of-way issues have been reviewed and found to be in such a state that fund obligation deadlines will not be jeopardized.

5. Adequate local funding is available to complete the project.
  6. The project has been conceptually reviewed to the point that all contingent issues have been considered.
- b. The funding requested is for one or more of the following purposes:
1. Construction and/or engineering of a bicycle or pedestrian capital or quick build projects.
  2. Maintenance of a Class I shared-use path and Class IV separated bikeways.
  3. Bicycle and/or pedestrian safety education program (no more than 5% of county total).
  4. Development of a comprehensive bicycle or pedestrian facilities plan(s) (allocations to a claimant for this purpose may not be made more than once every five years).
  5. Restriping Class II bicycle lanes and buffered bicycle lanes.
  6. Purchase of maintenance equipment for exclusive use on Class I and/or Class IV facilities.
- Refer to Appendix A for examples of eligible projects.
- c. The claimant is eligible to claim TDA Article 3 funds under Sections 99233.3 or 99234 of the Public Utilities Code.
- d. If it is a Class I, II, III, or IV bikeway project, it must meet the mandatory minimum safety design criteria published in [Chapter 1000 of the California Highway Design Manual](#) (Available via Caltrans website); or if it is a pedestrian facility, it must meet the mandatory minimum safety design criteria published in [Chapter 100 of the California Highway Design Manual](#). Funds may not be used for Class III projects on arterials or streets with posted speed limits above 25 mph.
- e. The project is ready to implement and can be completed within the three-year eligibility period.
- f. If the project includes construction, that it meets the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.) and project sponsor submits an environmental document that has been stamped by the County Clerk within the past three years.
- g. A jurisdiction agrees to maintain the facility. If the project is a quick build project, the jurisdiction agrees to maintain the project until permanent improvements are implemented. If the project is removed before such time, justification shall be provided to MTC.
- h. The project is included in a locally approved bicycle, pedestrian, transit, multimodal, complete streets, or other relevant plan.

Priority Setting

1. The county coordinator shall create a process for establishing project priorities in order to prepare an annual list of projects being recommended for funding.
2. Each county and city is required to have a Bicycle and Pedestrian Advisory Committee (BPAC) or equivalent body review and prioritize TDA Article 3 bicycle and pedestrian projects and to participate in the development and review of comprehensive bicycle pedestrian, or active transportation plans. BPACs should be composed of both bicyclists and pedestrians.

A city BPAC shall be composed of at least 3 members who live or work in the city. More members may be added as desired. They will be appointed by the City Council. The City or Town Manager will designate staff to provide administrative and technical support to the Committee.

An agency can apply to MTC for exemption from the city BPAC requirement if they can demonstrate that the countywide BPAC provides for expanded city representation.

A countywide BPAC shall be composed of at least 5 members who live or work in the county. More members may be added as desired. The countywide agency will appoint BPAC members. The county or congestion management agency executive/administrator will designate staff to provide administration and technical support to the Committee.

3. All proposed projects shall be submitted to the county coordinator for evaluation/prioritization. Consistent with the county process, the Board of the county coordinator will adopt the countywide list and forward it to MTC for approval, along with the record of BPAC review.
4. The county coordinator will forward to MTC a copy of the following:
  - a) Applications for the recommended projects, including a governing body resolution, stamped environmental document, and map for each, as well as a cover letter stating the total amount of money being claimed; and confirmation that each project meets Caltrans' minimum safety design criteria and can be completed before the allocation expires.
  - b) The complete priority list of projects with an electronic version to facilitate grant processing.
  - c) A resolution of the county coordinator approving the priority list and authorizing the claim.

### MTC Staff Evaluation

MTC Staff will review the list of projects submitted by each county. If a recommended project is eligible for funding, falls within the overall TDA Article 3 fund estimate level for that county, and has a completed application, staff will recommend that funds be allocated to the project.

### Allocation

The Commission will approve the allocation of funds for the recommended projects. The County Auditor will be notified by allocation instructions to reserve funds for the approved projects. Claimants will be sent copies of the allocation instructions and funds should be invoiced in accordance with the “Disbursement” section below.

### Eligible Expenditures

Eligible expenditures may be incurred from the start of the fiscal year of award plus two additional fiscal years. Allocations expire at the end of third fiscal year following allocation. For example, if funds are allocated to a project in October 2021, a claimant may be reimbursed for eligible expenses that were incurred on or after July 1, 2021. The allocation expires on June 30, 2024 and all eligible expenses must be incurred before this date. All disbursement requests should be submitted by August 31, 2024.

### Disbursement

1. The claimant shall submit to MTC the following, no later than two months after the grant expiration date:
  - a) A copy of the allocation instructions along with a dated cover letter referring to the project by name, dollar amount and allocation instruction number and the request for a disbursement of funds;
  - b) Documents showing that costs have been incurred during the period of time covered by the allocation.
  - c) With the final invoice, the claimant shall submit a one paragraph summary of work completed with the allocated funds and photos of the project before and after completion. This information may be included in the cover letter identified in bullet “a” above and is required before final disbursement is made.

Reimbursement requests should be emailed to [acctpay@bayareametro.gov](mailto:acctpay@bayareametro.gov).

2. MTC will approve the disbursement and, if the disbursement request was received in a timely fashion and the allocation instruction has not expired, been totally drawn down nor been rescinded, issue an authorization to the County Auditor to disburse funds to the claimant.

### Rescissions and Expired Allocations

Funds will be allocated to claimants for specific projects, so transfers of funds to other projects sponsored by the same claimant may not be made. If a claimant has to abandon a project or cannot complete it within the time allowed, it should ask the county or congestion management agency to request that MTC rescind the allocation. Rescission requests may be submitted to and acted upon by MTC at any time during the year. Rescinded funds will be returned to the county's apportionment.

Allocations that expire without being fully disbursed will be disencumbered in the fiscal year following expiration. The funds will be returned to county's apportionment and will be available for allocation.

### Time Extensions

If a project cannot be completed within the time allowed, a claimant may request an extension through the county coordinator. County coordinators will coordinate time extensions with claimants by requesting a written status update of the given project and a summary of all expenditures to date. County coordinators will submit a list of extension requests with status update and summary materials to MTC no later than March 31<sup>th</sup> of the given year. MTC staff will review the list of extension requests and recommend extensions for the project.

### Fiscal Audit

All claimants that have received a disbursement of TDA funds are required to submit an annual certified fiscal and compliance audit for that fiscal year to MTC and to the Secretary of Business and Transportation Agency within 180 days after the close of the fiscal year, in accordance with PUC Section 99245. Article 3 applicants need not file a fiscal audit if TDA funds were not disbursed (that is, reimbursed by MTC) during a given fiscal year. Reimbursement may cover eligible expenditures from a previous fiscal year. Failure to submit the required audit for any TDA article will preclude MTC from making a new Article 3 allocation. For example, a delinquent Article 4.5 fiscal audit will delay any other TDA allocation to the city/county with an outstanding audit. Until the audit requirement is met, no new Article 3 allocations will be made.

TDA Article 3 funds may be used to pay for the fiscal audit required for this funding.

## **Appendix A: Examples of Eligible Projects**

Below are some examples of eligible projects. If you have questions about whether a proposed project is eligible for funding, please contact the MTC Program Coordinator.

1. Projects that eliminate or improve an identified problem area (specific safety hazards such as high-traffic narrow roadways or barriers to travel) on routes that would otherwise provide relatively safe and direct bicycle or pedestrian travel use. For example, restriping or parking removal to provide space for bicycles; a bicycle/pedestrian bridge across a stream or railroad tracks on an otherwise useful route; a segment of multi-purpose path to divert young bicyclists from a high traffic arterial; a multi-purpose path to provide safe access to a school or other activity center; replacement of substandard grates or culverts; adjustment of traffic-actuated signals to make them bicycle sensitive. Projects based on NACTO (National Association of City Transportation Officials) guidance or similar best practices guidance.
2. Roadway improvements or construction of a continuous interconnected route to provide reasonably direct access to activity centers (employment, educational, cultural, recreational) where access did not previously exist or was hazardous. For example, development of multi-purpose paths on continuous rights-of-way with few intersections (such as abandoned railroad rights-of-way) which lead to activity centers; an appropriate combination of shared-use paths (Class I), bike lanes (Class II), Class III, or separated bikeways (Class IV)
3. Secure bicycle parking facilities, especially in high use activity areas, at transit terminals, and at park-and-ride lots. Desirable facilities include lockers, sheltered and guarded check-in areas; self-locking sheltered racks that eliminate the need to carry a chain and racks that accept U-shaped locks.
4. Other provisions that facilitate bicycle/transit trips and walk/transit. For example, bike racks on buses, paratransit/trailer combinations, and bicycle loan or check-in facilities at transit terminals, bus stop improvements, wayfinding signage.
5. Maintenance of multiple purpose pathways that are closed to motorized traffic or for the purposes of restriping Class II bicycle lanes (provided that the total amount for Class II bicycle lane restriping does not exceed twenty percent of the county's total TDA Article 3 allocation).
6. Funds may be used for construction and plans, specification, and estimates (PS&E) phases of work. Funds may be used for quick build projects. Quick build projects are interim capital improvements that are built with durable, low to moderate cost material to immediately address pedestrian and bicycle needs until capital upgrades are possible. Project level environmental, planning, and right-of-way phases are not eligible uses of funds.

7. Projects that enhance or encourage bicycle or pedestrian commutes, including Safe Routes to Schools projects.
8. Projects that address bicycle and pedestrian safety such as those in the [Local Roadway Safety Manual](#). Intersection safety improvements including protected intersections, bulb-outs/curb extensions, transit stop extensions, installation of pedestrian countdown or accessible pedestrian signals, or pedestrian signal timing adjustments. Striping high-visibility crosswalks or advanced stop-back lines, where warranted.
9. Purchase and installation of pedestrian traffic control devices, such as High-intensity Activated crossWalk (HAWK) beacons, rectangular rapid flashing beacons (RRFB), or pedestrian safety “refuge” islands, where warranted.
10. The project may be part of a larger roadway improvement project as long as the funds are used only for the bicycle and/or pedestrian component of the larger project.
11. Bicycle and Pedestrian Safety Education Programs. Up to five percent of a county's Article 3 fund may be expended to supplement monies from other sources to fund public bicycle and pedestrian safety education programs and staffing.
12. Comprehensive Bicycle and Pedestrian Facilities Plan. Funds may be allocated for these plans (emphasis should be for accommodation of bicycle and walking commuters rather than recreational uses). A city or county may not receive allocations for these plans more than once every five years. Environmental documentation and approval necessary for plan adoption is an eligible expense.





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	24-0262	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Consent	
<b>File created:</b>	2/1/2024	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	3/13/2024	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution Nos. 4570, Revised and 4571, Revised. Allocation of \$7.8 million in FY2023-24 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to Union City and Eastern Contra Costa Transit Authority/Tri Delta Transit (ECCTA) to support transit operations and capital projects in the region.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">2c 24-0262 Summary Sheet UnionCity ECCTA Allocations MTC Resolutions 4570 and 4571.pdf</a> <a href="#">2c 24-0262 Attachment A Transit Operator Budget Summary.pdf</a> <a href="#">2c 24-0262 MTC Resolution 4570.pdf</a> <a href="#">2c 24-0262 MTC Resolution 4571.pdf</a>				

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

MTC Resolution Nos. 4570, Revised and 4571, Revised. Allocation of \$7.8 million in FY2023-24 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to Union City and Eastern Contra Costa Transit Authority/Tri Delta Transit (ECCTA) 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**

**March 13, 2024**

**Agenda Item 2c - 24-0262**

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**MTC Resolution Nos. 4570, Revised and 4571, Revised**

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**Subject:**

Allocation of \$7.8 million in FY2023-24 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to Union City and Eastern Contra Costa Transit Authority/Tri Delta Transit (ECCTA) 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.

One entity is requesting TDA and STA 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). The proposed allocations are summarized in the following table:

**Allocation Amounts by Entity<sup>1</sup> (amounts in millions)**

<b>Entity</b>	<b>TDA (Res. 4570)</b>	<b>STA (Res. 4571)</b>	<b>Grand Total</b>
Union City	\$4.2	\$1.0	<b>\$5.2</b>
ECCTA		\$2.5	<b>\$2.5</b>
<b>Total</b>	<b>\$4.2</b>	<b>\$3.5</b>	<b>\$7.8</b>

*Note that amounts may not sum due to rounding*

Information regarding the FY 2023-24 operating budgets and current and future operations for Union City, the operators that are receiving allocations for the first time this year, is provided in Attachment A. Please see the Summary Sheets dated September 13, 2023 for information regarding ECCTA's FY2023-24 budget and operating highlights.

**Issues:**

None identified.

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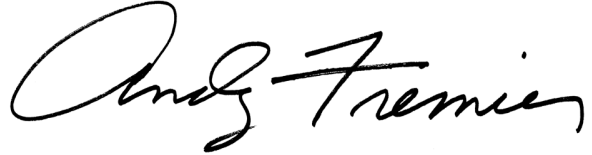
<sup>1</sup>Includes all allocations to be approved in the resolutions listed above, the details of which are provided in Attachment A, including allocations for transit capital or planning and administration. Not inclusive of allocations approved by Executive Director's Delegated Authority as allowed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

**Recommendations:**

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

**Attachments:**

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

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

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Andrew B. Fremier

**Attachment A - Transit Operator Budget Summary**

**Union City Transit**

Adopted Operating Budget	\$9.5 million
FY2022-23 Operating Budget	\$8.0 million
Increase in Budget Compared to FY2022-23	19%
Projected Ridership (Estimated FY2023-24 as a Percentage of FY 2018-19 actual)	99%
Total Proposed FY2023-24 Operating Allocation <sup>1</sup>	\$5.2 million
Proportion of Operating Budget Funded with Allocations	55%

**Budget and Operating Highlights**

Union City offers three core services: Union City Transit, Union City Paratransit, and Union City FLEA (Flexible, Local, Easy, Access). Union City Transit offers five fixed route services seven days a week and one seasonal route for student capacity. Union City Paratransit service is offered during the same hours as regular service and includes an expanded non-ADA service area for ADA paratransit riders to select areas in Fremont, Hayward, and Newark, in addition to one-time medical trips. These three core services all operate within the 18.4 square miles of Union City, but primarily serve the 8.4 square miles of developed land. All services are contracted to MV Transportation, a third-party contractor.

Union City Transit fixed route service caters to commuter connections to BART and as such adjusts their schedule in coordination with the published BART timetable. Union City FLEA is designed to offer public transit access to all residents and businesses within the geofenced area where Union City Transit buses cannot go.

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

In FY2018-2019, Union City Transit transported 281,101 unlinked passenger trips amongst its two services and in FY2022-2023, Union City Transit transported 259,096 unlinked passenger indicating service has returned to approximately 92% of pre-pandemic levels. Moving forward, Union City Paratransit is anticipating an increase in ridership based on ridership counts from the last six months of calendar year 2023.

All Union City Transit services rely primarily on TDA and STA funding as well as the Alameda County Transportation Commission voter-approved half-cent sales tax Measure BB for operations funding. The remaining federal COVID-19 relief funds are gradually being used now that there is a new contract with MV Transportation following competitive procurement; all COVID-19 funds are expected to be expended by December 31, 2024.

As a result of the new contract with MV Transportation, Union City Transit's overall budget shows an increase of just under 20%. This budget increase reflects growing costs in service delivery including the addition of a third service, maintenance costs, technology licensing, communications, labor, fuel, and inflation.

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 03/27/24-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 San Francisco Municipal Transportation Agency.

Attachment A was revised on March 27, 2024 to allocate funds to Union City.

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, February 14, 2024, and March 13, 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

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Alfredo Pedroza, Chair

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

Date: June 28, 2023  
Referred by: PAC  
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  
03/27/24-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
<b>5801 - PUC 99233.7, 99275 Community Transit Service - Operations</b>						
AC Transit	Paratransit Operations	5,450,068	01	06/28/23	AC Transit - Alameda	
CCCTA	Paratransit Operations	1,161,778	02	06/28/23	CCCTA	
VTA	Community Transit	7,001,645	03	06/28/23	Santa Clara County	
	<b>Subtotal</b>	<b>13,613,491</b>				
<b>5802 - PUC 99260A Transit - Operations</b>						
AC Transit	Transit Operations	9,371,107	04	06/28/23	AC Transit - Contra Costa D1	
AC Transit	Transit Operations	19,238,420	05	06/28/23	AC Transit - Alameda D2	
AC Transit	Transit Operations	72,905,948	06	06/28/23	AC Transit - Alameda D1	
CCCTA	Transit Operations	20,770,583	07	06/28/23	CCCTA	
LAVTA	Transit Operations	8,533,007	08	06/28/23	LAVTA	
NVTA	Transit Operations	4,116,200	09	06/28/23	NVTA	
VTA	Transit Operations	133,031,253	10	06/28/23	VTA	
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	
Union City	Transit Operations	4,234,825	35	03/27/24	Union City	
	<b>Subtotal</b>	<b>387,191,089</b>				

**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
<b>Subtotal</b>		<b>24,090,964</b>			

**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
<b>Subtotal</b>		<b>9,715,300</b>			

**5808 - PUC 99400C Transit - Capital**

Vacaville	Transit Capital	6,610,000	29	11/15/23	Vacaville
<b>Subtotal</b>		<b>6,610,000</b>			

**5812 - PUC 99400D Planning and Administration - Operations**

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

**Total 444,256,344**

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 03/27/24-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.

Attachment A of this resolution was revised on March 27, 2024 to allocate funds to Union City and Eastern Contra Costa Transit/ Tri Delta Transit (ECCTA).

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, February 14, 2024, and March 13, 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

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Alfredo Pedroza, Chair

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

Date: June 28, 2023  
Referred by: PAC  
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  
03/27/24-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.

Project	Allocation	Alloc.	Approval	Apportionment		
Claimant	Description	Amount	Code	Date	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 Plan	1,116,002	17	09/27/23	Solano County	
Union City	Transit Operations	1,044,281	30	03/27/24	Union City	
Subtotal		49,336,386				
5820 - CCR 6730A Operations - Population-based MTC Coordination						
MTC	Clipper Operations	7,700,000	06	06/28/23	MTC	
MTC	Clipper START Administrative	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	29	02/28/24	SFMTA
ECCTA	Transit Operations	2,532,085	31	03/27/24	BART

**Subtotal 238,056,663**

**5821 - CCR 6730B Capital - Population-based TAP**

	Mapping and Wayfinding				
MTC	Project	1,785,860	23	12/20/23	TAP
	<b>Subtotal</b>	<b>1,785,860</b>			

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

NVTA	Paratransit Operations	3,209,927	10	06/28/23	Napa County
Sonoma County					Sonoma County
Transit	Paratransit Operations	1,173,949	12	07/26/23	Transit
SFMTA	Paratransit Operations	6,198,421	28	02/28/24	SFMTA
	<b>Subtotal</b>	<b>10,582,297</b>			

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

Solano TA	Planning & Administration	3,535,297	20	09/27/23	Solano County
	<b>Subtotal</b>	<b>3,535,297</b>			

**5600 - Agency Pass Through**

	Agency Pass Through -				TAP STA Rev-based
MTC	BART	15,028,818.5	21	09/27/23	Exchange
	<b>Subtotal</b>	<b>15,028,819</b>			

**Total 329,025,322**

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.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0264 **Version:** 1 **Name:**  
**Type:** Resolution **Status:** Consent  
**File created:** 2/1/2024 **In control:** Programming and Allocations Committee  
**On agenda:** 3/13/2024 **Final action:**  
**Title:** MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant (OBAG 2) Program to finalize Housing Incentive Pool (HIP) award amounts.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2d 24-0264 Summary Sheet HIP MTC Reso 4202.pdf](#)  
[2d 24-0264 Attachment 1 HIP Qualifying Units Award Jurisdiction.pdf](#)  
[2d 24-0264 MTC Resolution 4202.pdf](#)

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

MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant (OBAG 2) Program to finalize Housing Incentive Pool (HIP) award amounts.

### Presenter:

Thomas Arndt

### Recommended Action:

Commission Approval

**Attachments:** List any attachments.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**March 13, 2024**

**Agenda Item 2d - 24-0264**

**MTC Resolution Nos. 4202, Revised**

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**Subject:**

Revisions to the One Bay Area Grant Program (OBAG 2) to finalize Housing Incentive Pool (HIP) award amounts.

**Background:**

In October 2018, the Commission established the Housing Incentive Pool (HIP) program as part of a concerted effort to use flexible transportation funds to incentivize local jurisdictions to accelerate the production and preservation of affordable housing. This pilot program awards \$71 million in one-time federal transportation funds to the top 15 jurisdictions that produced or preserved the greatest number of qualifying affordable housing units during a five-year period, from 2018 through 2022. To qualify for the HIP program, housing units must meet additional geographic and affordability criteria detailed in **Attachment 1**.

In December 2023, the Commission adopted project selection and programming policies for the HIP program (MTC Resolution No. 4348, Revised) and approved preliminary HIP award amounts from the One Bay Area Grant Program (OBAG 2; MTC Resolution No. 4202, Revised). At that time, the Commission directed staff to offer County Transportation Agencies (CTAs) and jurisdictions a final opportunity to review the preliminary housing data used to determine HIP awards, with input due by the end of January 2024.

***Final HIP Awards***

MTC staff received responses and HIP data corrections from, or on behalf of, 25 jurisdictions by the January 31, 2024 deadline. Of these responses, five provided corrections that impacted the total number of HIP-qualifying units, including Berkeley, Colma, Emeryville, Oakland, and San Leandro. These corrections have been verified by MTC staff and incorporated into the proposed final HIP rankings and awards (**Attachment 1**).

The most significant change resulting from these corrections is the addition of San Leandro in the list of top 15 jurisdictions by total eligible HIP units, qualifying San Leandro for a HIP grant award. San Leandro did not report eligible units in previous HIP updates because City staff had not been reporting certificates of occupancy in their Annual Progress Reports (APRs) to the California Department of Housing and Community Development (HCD). With the inclusion of

San Leandro in the top 15 jurisdictions, Pleasanton now falls below the cutoff line and no longer qualifies for a HIP award.

***Project Selection***

Consistent with the HIP project selection procedures adopted in December, staff will open a call for projects for the HIP program immediately following the Commission's approval of the final HIP award amounts this month. Awardee jurisdictions may submit transportation project ideas to MTC for final selection and programming, using a template letter of interest provided by MTC staff. Letters of interest are due by December 31, 2024, and staff will make HIP programming recommendations to the Commission on a rolling basis, as project ideas are received and evaluated.

**Issues:**

To be eligible for HIP funding, jurisdictions must comply with state housing laws related to Surplus Lands, Accessory Dwelling Units, Density Bonuses, and Housing Elements.

Jurisdictions must meet all eligibility requirements at the time of HIP project selection, and any jurisdictions that remain ineligible after December 31, 2024 will have any unprogrammed HIP awards rescinded and redistributed to compliant jurisdictions.

As of writing, the following HIP awardees currently do not have state-approved Housing Elements: Daly City, San Mateo, Santa Clara, and Sunnyvale. These jurisdictions must have their Housing Elements approved by the California Department of Housing and Community Development (HCD) prior to MTC programming HIP funds to specific projects.

**Recommendations:**

Refer MTC Resolution No. 4202, Revised to the Commission for approval.

**Attachments:**

- Attachment 1: HIP Qualifying Units and Awards by Jurisdiction
- MTC Resolution No. 4202, Revised Attachment B-1



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Andrew B. Fremier



# Housing Incentive Pool (HIP) Qualifying Units and Awards by Jurisdiction

Attachment 1

Rank	Jurisdiction	2018-22 New Units	2018-22 Preserved Units	2018-22 Total Units	Award Share	Award	Change in New Units	Change in Preserved Units	Change in Total Units	Change in Award Share	Change in Award
1	San Francisco	5,684	445	6,129	50.5%	35,833,000	-	-	-	-0.9%	-609,000
2	Oakland	1,340	376	1,716	14.1%	10,033,000	-	14	14	-0.1%	-87,000
3	Fremont	701	-	701	5.8%	4,098,000	-	-	-	-0.1%	-70,000
4	San Jose	621	4	625	5.1%	3,654,000	-	-	-	-0.1%	-62,000
5	Richmond	268	151	419	3.5%	2,450,000	-	-	-	-0.1%	-41,000
6	San Leandro	258	60	318	2.6%	1,859,000	258	60	318	2.6%	1,859,000
7	Sunnyvale	291	23	314	2.6%	1,836,000	-	-	-	0.0%	-31,000
8	Mountain View	302	-	302	2.5%	1,766,000	-	-	-	0.0%	-30,000
9	Santa Clara	300	-	300	2.5%	1,754,000	-	-	-	0.0%	-30,000
10	Berkeley	237	21	258	2.1%	1,508,000	-13	-	-13	-0.1%	-103,000
11	American Canyon	228	-	228	1.9%	1,333,000	-	-	-	0.0%	-23,000
12	Redwood City	179	47	226	1.9%	1,321,000	-	-	-	0.0%	-23,000
13	Daly City	223	-	223	1.8%	1,304,000	-	-	-	0.0%	-22,000
14	Santa Rosa	221	-	221	1.8%	1,292,000	-	-	-	0.0%	-22,000
15	San Mateo	164	-	164	1.4%	959,000	-	-	-	0.0%	-16,000
16	Emeryville	137	-	137	0.0%	-	33	-	33	0.0%	-
17	Pleasanton	116	-	116	0.0%	-	-	-	-	-1.0%	-690,000
18	Walnut Creek	114	-	114	0.0%	-	-	-	-	0.0%	-
19	Morgan Hill	95	18	113	0.0%	-	-	-	-	0.0%	-
20	Livermore	108	-	108	0.0%	-	-	-	-	0.0%	-
21	South San Francisco	101	-	101	0.0%	-	-	-	-	0.0%	-
22	Pittsburg	15	80	95	0.0%	-	-	-	-	0.0%	-
23	Millbrae	79	-	79	0.0%	-	-	-	-	0.0%	-
23	Petaluma	79	-	79	0.0%	-	-	-	-	0.0%	-
25	El Cerrito	77	-	77	0.0%	-	-	-	-	0.0%	-
26	Oakley	74	-	74	0.0%	-	-	-	-	0.0%	-
27	Alameda	63	10	73	0.0%	-	-	-	-	0.0%	-
28	Fairfield	1	64	65	0.0%	-	-	-	-	0.0%	-
28	Colma	65	-	65	0.0%	-	65	-	65	0.0%	-
30	Hayward	50	12	62	0.0%	-	-	-	-	0.0%	-
31	Windsor	60	-	60	0.0%	-	-	-	-	0.0%	-
32	Sonoma County	59	-	59	0.0%	-	-	-	-	0.0%	-
33	Contra Costa County	42	-	42	0.0%	-	-	-	-	0.0%	-
34	Sebastopol	31	-	31	0.0%	-	-	-	-	0.0%	-

## Housing Incentive Pool (HIP) Qualifying Units and Awards by Jurisdiction

Attachment 1

Rank	Jurisdiction	2018-22 New Units	2018-22 Preserved Units	2018-22 Total Units	Award Share	Award	Change in New Units	Change in Preserved Units	Change in Total Units	Change in Award Share	Change in Award
35	Alameda County	-	23	23	0.0%	-	-	-	-	0.0%	-
35	Campbell	23	-	23	0.0%	-	-	-	-	0.0%	-
37	Cloverdale	22	-	22	0.0%	-	-	-	-	0.0%	-
38	Hercules	15	-	15	0.0%	-	-	-	-	0.0%	-
38	Novato	15	-	15	0.0%	-	-	-	-	0.0%	-
40	Burlingame	13	-	13	0.0%	-	-	-	-	0.0%	-
41	Lafayette	11	-	11	0.0%	-	-	-	-	0.0%	-
42	San Rafael	10	-	10	0.0%	-	-	-	-	0.0%	-
42	Danville	10	-	10	0.0%	-	-	-	-	0.0%	-
44	San Mateo County	8	-	8	0.0%	-	-	-	-	0.0%	-
45	Menlo Park	5	-	5	0.0%	-	-	-	-	0.0%	-
45	Cotati	5	-	5	0.0%	-	-	-	-	0.0%	-
47	Palo Alto	2	-	2	0.0%	-	-	-	-	0.0%	-
48	Los Gatos	1	-	1	0.0%	-	-	-	-	0.0%	-
48	San Pablo	1	-	1	0.0%	-	-	-	-	0.0%	-
<b>All</b>	<b>Total</b>	<b>12,524</b>	<b>1,334</b>	<b>13,858</b>	<b>100.0%</b>	<b>71,000,000</b>	<b>343</b>	<b>74</b>	<b>417</b>	<b>0.0%</b>	<b>-</b>

### Housing Incentive Pool (HIP) Unit Qualifying Criteria

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

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 03/27/24-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

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On October 26, 2016, Attachment A, and Attachment B-1 were revised to clarify language related to the North Bay Priority Conservation Area (PCA) Program in Attachment A and to deprogram \$2,500,000 from the Water Emergency Transportation Authority (WETA) Ferry Service Enhancement Pilot within the Regional Active Operational Management Program.

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

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

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

On May 24, 2017, Attachment B-1 was revised to redirect \$1,237,000 from 511 Next Gen to AOM Implementation within the Regional Active Operational Management program to reflect re-

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organization of staff between program elements; direct \$18,000,000 in Arterial/Transit Performance to the Program for Arterial System Synchronization (\$5,000,000) and the Next Gen Arterial Operations Program (\$13,000,000) within the Regional Active Operational Management program; direct \$19,000,000 from the Transportation Management System (TMS) Field Equipment Devices Operations and Maintenance to TMS Implementation (\$2,910,000), Performance-Based Intelligent Transportation Systems Device Maintenance and Rehabilitation (\$5,940,000), Transportation Management Center Asset Upgrade and Replacement (\$4,000,000), I-880 Communication Upgrade and Infrastructure Gap Closures (\$4,000,000) and a Detection Technology Pilot (\$5,000,000) within the Regional Active Operational Management program; and remove \$290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

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

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

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

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Mobility project within the Regional Active Operational Management program; split out the Connected Vehicles/Shared Mobility program into the Connected Vehicles/Automated Vehicles program for \$2,500,000 and the Shared Use Mobility program for \$2,500,000; and program \$16,000,000 for three corridors within the Freeway Performance Program, with \$8,000,000 for I-680, \$3,000,000 for I-880, and \$5,000,000 for SR-84.

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

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

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

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

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

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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.

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



## ABSTRACT

MTC Resolution No. 4202, Revised

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

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

On May 24, 2023, Attachments B-1 and B-2 were revised to reprogram \$150,000 within the Connected Vehicles/Automated Vehicles Regional Program from MTC's Project Evaluations to the Palo Alto Advanced Transit Passenger Management project, change the sponsor on the latter project from MTC to the Santa Clara Valley Transportation Authority (VTA), deprogram \$3,735,000 in Santa Clara County Program funds from Santa Clara's Saratoga Creek Trail Phase 1 project, and reprogram \$1,000,000 within the San Mateo County Program from San Carlos' US 101/Holly Street Bicycle and Pedestrian Overcrossing project to Pacifica's Sharp Park Priority Development Area Pedestrian Improvement project.

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 16 of 17

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-Marin 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.

On March 27, 2024, Attachment B-1 was revised to reflect final Housing Incentive Pool (HIP) award amounts.

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,

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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, December 13, 2023, February 14, 2024, and March 13, 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

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Dave Cortese, Chair

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

**Attachment B-1**  
**MTC Resolution No. 4202**  
**OBAG 2 Regional Programs**  
**FY 2017-18 through FY 2021-22**  
**March 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  
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09/28/22-C 10/26/22-C 03/22/23-C 04/26/23-C 05/24/23-C 06/28/23-C 07/26/23-C  
12/20/23-C 02/28/24-C 03/27/24-C

**OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$696,968,187</b>	<b>\$132,976,260</b>
<b>1. REGIONAL PLANNING ACTIVITIES</b>			
Regional Planning	MTC	\$9,555,000	
<b>1. REGIONAL PLANNING ACTIVITIES</b>		<b>\$9,555,000</b>	
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>			
Pavement Management Program	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$250,000	
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>		<b>\$9,250,000</b>	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>			
PDA Planning and Implementation			
PDA Implementation	MTC	\$2,000,000	
PDA Supportive Studies	MTC	\$587,000	
PDA Planning			
Berkeley: San Pablo Avenue PDA Plan	MTC	\$750,000	
Oakland: MacArthur Transit Village PDA; North Oakland/Golden Gate PDA Plan	MTC	\$800,000	
Oakland: Eastmont Town Center/International Blvd; Fruitvale & Dimond; MacArthur Blvd	MTC	\$800,000	
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	MTC	\$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	MTC	\$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	MTC	\$140,000	
Richmond: Hilltop PDA Plan	MTC	\$750,000	
San Pablo: Rumrill Blvd PDA Plan	MTC	\$250,000	
Marin County: Urbanized Corridor/Marin City PDA Plan	MTC	\$300,000	
San Rafael: Downtown Precise Plan	MTC	\$500,000	
San Francisco: HUB Area EIR	MTC	\$500,000	
San Francisco: Transit Corridors Study	MTC	\$500,000	
Burlingame: Broadway Planning Area PDA Plan	MTC	\$400,000	
South San Francisco: Downtown Station Area PDA Plan	MTC	\$500,000	
Milpitas: Midtown PDA Plan	MTC	\$500,000	
Palo Alto: University Ave/Downtown PDA Plan	MTC	\$800,000	
San Jose/VTA: Diridon Integrated Station Area Concept Plan	MTC	\$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	MTC	\$500,000	
Santa Clara: Downtown PDA Plan	MTC	\$400,000	
Vacaville: Downtown Specific Plan	MTC	\$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	MTC	\$800,000	
Unprogrammed balance		\$400,000	
Staffing Assistance			
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Mngmt	MTC	\$180,000	
Fremont: SB743 Implementation	MTC	\$150,000	
Hayward: SB743 Implementation	MTC	\$150,000	
Oakland: ADU Initiative	MTC	\$200,000	
Oakland: Innovative Construction Initiative	MTC	\$200,000	
Concord: VMT-based Transportation Impact Standards	MTC	\$150,000	
Concord: Galindo Street Corridor Plan	MTC	\$200,000	
Lafayette: Updated Parking Ordinance and Strategies	MTC	\$150,000	
San Jose: PDA/Citywide Design Guidelines	MTC	\$200,000	
Windsor: Parking Management and Pricing	MTC	\$35,000	
Technical Assistance			
Marin/Sonoma VMT Implementation Group	MTC	\$170,000	
Napa/Solano VMT Implementation Group	MTC	\$170,000	
Various Jurisdictions: VMT Implementation Group	MTC	\$140,000	
Emeryville: Developing the Highest and Best Use of the Public Curb	MTC	\$65,000	
Hayward: Micro Mobility/Safety Program	MTC	\$75,000	
Oakland: General Plan Framework - PDA Community Engagement Program	MTC	\$65,000	
San Leandro: BayFair TOD Infrastructure Design/Finance	MTC	\$150,000	
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	MTC	\$65,000	
San Francisco: PDA Density Bonus Program	MTC	\$65,000	
Belmont: Transportation Demand Management Program	MTC	\$65,000	

**Attachment B-1**  
**MTC Resolution No. 4202**  
**OBAG 2 Regional Programs**  
**FY 2017-18 through FY 2021-22**  
**March 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  
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02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C  
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12/20/23-C 02/28/24-C 03/27/24-C

**OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$696,968,187</b>	<b>\$132,976,260</b>
San Mateo: TDM Ordinance	MTC	\$150,000	
Santa Rosa/Sonoma County: Renewal Enterprise District	MTC	\$150,000	
San Jose: Urban Villages District Parking & Rezoning	MTC	\$120,000	
BART AB2923 Implementation	BART	\$1,000,000	
Community-Based Transportation Plan (CBTP) Updates	MTC		
ACTC: CMA Planning (for Community-Based Transportation Plans)	MTC	\$300,000	
CCTA: Community-Based Transportation Plans	MTC	\$215,000	
TAM: Community-Based Transportation Plans	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	MTC	\$120,000	
VTa: Community-Based Transportation Plans	MTC	\$300,000	
STA: Community-Based Transportation Plans	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	MTC	\$110,000	
CBTP Program Evaluation	MTC	\$35,000	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>		<b>\$20,000,000</b>	
<b>4. CLIMATE INITIATIVES</b>			
Climate Initiatives			
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD	\$10,000,000	
Parking Management Program			
Parking Management - 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 Unprogrammed Balance	TBD	\$489,360	
Mobility Hubs Technical Assistance	MTC	\$150,000	
BART: MacArthur BART Station	BART	\$539,084	
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	
Targeted Transportation Alternatives	MTC	\$325,000	
Spare the Air Youth Program - 2	MTC	\$1,417,000	
<b>4. CLIMATE INITIATIVES</b>		<b>\$23,417,000</b>	
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>			
Active Operational Management			
AOM Implementation	MTC	\$23,737,000	
Bay Area 511 Traveler Information			
511 Next Gen	MTC	\$26,148,000	
511 Implementation	MTC	\$7,450,000	
Rideshare			
Rideshare Implementation	MTC	\$720,000	
Carpool Program	MTC	\$7,280,000	
Vanpool Program	MTC	\$2,000,000	
Commuter Benefits Implementation	MTC	\$674,000	
Commuter Benefits Program	MTC	\$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)	MTC/NVTA		\$1,100,000
Bay Bridge Forward 2018			
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	AC Transit	\$800,000	
Eastbay Commuter Parking	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat	\$2,000,000	
Bay Bridge Forward 2020			

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

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

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02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C  
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12/20/23-C 02/28/24-C 03/27/24-C

**OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$696,968,187</b>	<b>\$132,976,260</b>
Preliminary Engineering	MTC	\$12,000,000	
Dumbarton Forward			
SR 84 (US 101 to I-880) Dumbarton Forward	MTC	\$4,375,000	
Richmond-San Rafael Bridge Forward			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		\$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	MTC		\$1,160,000
Freeway Performance Program			
FPP: I-880 (I-80 to I-280)	MTC	\$3,000,000	
FPP: I-880 Optimized Corridor Operations	MTC	\$2,240,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only	MTC	\$625,000	
FPP: I-80 (Carquinez Bridge to Fremont St., SF) PL only	MTC	\$3,000,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	MTC	\$10,000,000	
FPP: I-80 Central Ave Interchange Improvements	Richmond	\$2,000,000	
FPP: SR 37 (US 101 to I-80) PL only	MTC	\$1,000,000	
FPP: Napa Valley Forward Traffic Calming & Multimodal Imps.	MTC	\$1,000,000	
FPP: US 101 (SR 85 to San Francisco Co. Line)	MTC	\$3,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	SCTA	\$1,000,000	
Program for Arterial System Synchronization (PASS)	MTC	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)			
IDEA Technical Assistance	MTC	\$1,532,000	
IDEA Category 1			
AC Transit: Dumbarton Express Route (SR84)	MTC	\$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	MTC	\$276,000	
Hayward: Various Locations	MTC	\$302,000	
Oakland: Bancroft Ave	MTC	\$310,000	
Pleasanton: Various Locations	MTC	\$290,000	
Union City: Union City Blvd & Decoto Rd	MTC	\$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	MTC	\$563,000	
San Rafael: Downtown San Rafael	MTC	\$830,000	
South San Francisco: Various Locations	MTC	\$532,000	
San Jose: Citywide	MTC	\$1,400,000	
IDEA Category 2			
LAVTA/Dublin: Citywide	MTC	\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	MTC	\$785,000	
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$30,000
Walnut Creek: Various locations (Fund Exchange)	MTC		\$621,000
Los Gatos: Los Gatos Blvd	MTC	\$700,000	
VTA: Veterans Admin. Palo Alto Medical Center	VTA	\$845,000	
Connected Vehicles/Automated Vehicles (CAV)	MTC	\$178,000	
VTA: Palo Alto Advanced Transit Passenger Management	VTA	\$976,000	
SFCTA/TIMMA: Treasure Island Automated Shuttle Pilot	MTC	\$828,000	
Technical Advisory Services	MTC	\$268,000	
Project Evaluations	MTC	\$250,000	
Shared Use Mobility	MTC	\$2,500,000	
Connected Bay Area			
TMS Implementation	MTC	\$2,910,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	MTC/Caltrans	\$9,440,000	
Regional Communications Infrastructure Upgrade - MTC	MTC	\$4,150,000	
Regional Communications Infrastructure Upgrade - Caltrans	Caltrans	\$2,500,000	
Incident Management			
Incident Management Implementation	MTC	\$4,160,000	
I-880 ICM Northern	MTC	\$6,200,000	
I-880 ICM Central	MTC/San Leandro	\$2,640,000	
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>		<b>\$172,620,000</b>	<b>\$4,000,000</b>
<b>6. TRANSIT PRIORITIES</b>			
BART Car Replacement/Expansion	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	\$9,760,668	\$30,239,332



**Attachment B-1**  
**MTC Resolution No. 4202**  
**OBAG 2 Regional Programs**  
**FY 2017-18 through FY 2021-22**  
**March 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  
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02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C  
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09/28/22-C 10/26/22-C 03/22/23-C 04/26/23-C 05/24/23-C 06/28/23-C 07/26/23-C  
12/20/23-C 02/28/24-C 03/27/24-C

**OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$696,968,187</b>	<b>\$132,976,260</b>
Clipper	MTC	\$34,200,000	
Transit Performance Initiative			
Foothill Corridor Planning Study	AC Transit	\$1,500,000	
MacDonald Avenue Transit Signal Priority - Phase 1	AC Transit	\$2,237,000	
Transit Corridors Study	CCCTA	\$400,000	
Marin County Hwy 101 Part-Time Transit Lane	MCTD/TAM	\$1,107,000	
Napa Valley Transit Safety and Efficiency Improvements	NVTA	\$1,060,000	
29 Sunset Improvements - Phase 2	SFMTA	\$2,959,000	
Muni Forward Five-Minute Network Corridor Planning Program	SFMTA	\$3,038,000	
Third Street Dynamic Traffic Signal Optimization	SFMTA	\$2,000,000	
El Camino Real Mid-County Transit and Multimodal Corridor Plan	SMCTA	\$407,000	
Monterey Road Transit Lane	VTa	\$575,000	
<b>6. TRANSIT PRIORITIES</b>		<b>\$159,043,668</b>	<b>\$30,239,332</b>
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>			
<i>Regional Peninsula, Southern and Eastern Counties PCA Grant Program</i>			
Bay Area GreenPrint: PCA Functionality Imps	MTC/GreenInfo Network		\$30,000
PCA Grant Implementation	MTC/Coastal Conserv	\$525,000	\$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda County		\$321,000
Livermore: Arroyo Road Trail	Livermore		\$400,000
WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland	WOEIP/Urban Biofilte		\$300,000
EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	EBRPD		\$1,000,000
JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	John Muir Land Trust		\$950,000
SFCTA: Yerba Buena Island Multi-Use Pathway (PE/ENV)	SFCTA	\$1,000,000	
San Francisco: McLaren Park and Neighborhood Connections Plan	SF Recreation and Par		\$194,000
San Francisco/Coastal Conservancy: Twin Peaks Trail Improvement	SF Rec and Park/Conse		\$74,000
GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	National Parks Service		\$200,000
SMCHD: Pillar Point Public Access Improvements	San Mateo Co. Harbor		\$298,000
Menlo Park: Bedwell Bayfront Park Entrance Improvements	Menlo Park		\$520,000
San Mateo Co.: Colma Creek Adaptation Study (Colma Creek Connector)	San Mateo Co.		\$110,000
San Mateo Co.: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot	San Mateo Co.		\$137,900
South San Francisco: Sign Hill Conservation and Trail Master Plan	South San Francisco		\$135,100
Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient Imps.	Point Blue Conservati		\$379,000
SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	Point Blue Conservati		\$400,000
SCVOSA: Tilton Ranch Acquisition	Santa Clara Valley Op		\$1,000,000
VTa: SR17 Bicycle/Ped Trail & Wildlife Overcrossing (Fund Exchange)	VTa	\$251,000	
<i>North Bay PCA Grant Program</i>			
Marin Co: Wilson Hill Road Rehab. (for Corte Madera: Paradise Dr MUP)	Marin County	\$312,000	
Marin Co: Wilson Hill Road Rehab	Marin County	\$869,000	
Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area Imps.)	Novato	\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.)	Novato	\$265,000	
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 I	Napa County	\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano County	\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma County	\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma County	\$770,000	
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>		<b>\$9,976,000</b>	<b>\$6,949,000</b>
<b>8. BAY AREA HOUSING INITIATIVES</b>			
Bay Area Preservation Pilot (BAPP)	MTC		\$10,000,000
Housing Incentive Pool (HIP)			
HIP Rank 1 - San Francisco: MTC Project Selection Pending ( <b>Revised</b> )	TBD	<b>\$17,563,000</b>	\$18,270,000
HIP Rank 2 - Oakland: MTC Project Selection Pending ( <b>Revised</b> )	TBD	<b>\$10,033,000</b>	
HIP Rank 3 - Fremont: MTC Project Selection Pending ( <b>Revised</b> )	TBD	<b>\$4,098,000</b>	
HIP Rank 4 - San Jose: MTC Project Selection Pending ( <b>Revised</b> )	TBD	<b>\$3,654,000</b>	
HIP Rank 5 - Richmond: MTC Project Selection Pending ( <b>Revised</b> )	TBD	<b>\$2,450,000</b>	

## Attachment B-1

## MTC Resolution No. 4202

## OBAG 2 Regional Programs

## FY 2017-18 through FY 2021-22

## March 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  
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 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C  
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## OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$696,968,187</b>	<b>\$132,976,260</b>
<b>HIP Rank 6 - San Leandro: MTC Project Selection Pending (Added)</b>	<b>TBD</b>	<b>\$1,859,000</b>	
HIP Rank 7 - Sunnyvale: MTC Project Selection Pending (Revised)	TBD	\$1,836,000	
HIP Rank 8 - Mountain View: MTC Project Selection Pending (Revised)	TBD	\$1,766,000	
HIP Rank 9 - Santa Clara: MTC Project Selection Pending (Revised)	TBD	\$1,754,000	
HIP Rank 10 - Berkeley: MTC Project Selection Pending (Revised)	TBD	\$1,508,000	
HIP Rank 11 - American Canyon: MTC Project Selection Pending (Revised)	TBD	\$1,333,000	
HIP Rank 12 - Redwood City: MTC Project Selection Pending (Revised)	TBD	\$1,321,000	
HIP Rank 13 - Daly City: MTC Project Selection Pending (Revised)	TBD	\$1,304,000	
HIP Rank 14 - Santa Rosa: MTC Project Selection Pending (Revised)	TBD	\$1,292,000	
HIP Rank 15 - San Mateo: MTC Project Selection Pending (Revised)	TBD	\$959,000	
<del>HIP Rank 15 - Pleasanton: MTC Project Selection Pending (Removed)</del>	<del>TBD</del>	<del>\$690,000</del>	
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	
<b>8. BAY AREA HOUSING INITIATIVES</b>		<b>\$57,730,000</b>	<b>\$28,270,000</b>
<b>9. SAFE &amp; SEAMLESS MOBILITY QUICK-STRIKE</b>			
County & Local			
Alameda			
CTA planning & programming (for Youth and Adult Bicycle Promotion & Education)	ACTC	\$160,000	
Alameda County Safe Routes to Schools	ACTC	\$1,500,000	
CTA planning & programming	ACTC	\$354,000	
AC Transit Tempo Quick Build Transit Lane Delineation	AC Transit	\$300,000	
AC Transit Quick Builds Transit Lanes	AC Transit	\$954,000	
Anita Avenue Safe and Accessible Route to School and Transit	Alameda County	\$2,000,000	
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	

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**OBAG 2 Regional Programs**  
**FY 2017-18 through FY 2021-22**  
**March 2024**

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<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$696,968,187</b>	<b>\$132,976,260</b>
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo County	\$1,419,000	
El Camino Real Grand Boulevard Initiative Phase III	South San Francisco	\$2,120,000	
East of 101 Transit Expansion Project	South San Francisco	\$49,924	\$430,076
<b>Santa Clara</b>			
CTA planning & programming	VTA	\$419,000	
Evaluating on-demand shuttle strategies for improved transit access	VTA	\$200,000	
VTA Electronic Locker Upgrade and Replacement	VTA	\$1,987,000	
Mountain View Stierlin Road Bicycle and Pedestrian Improvements	Mountain View	\$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
<b>Solano</b>			
CTA planning & programming	STA	\$110,000	
STA Mobility Planning	STA	\$200,000	
Solano Safe Routes to School Non-Infrastructure Program	STA	\$600,000	
Fairfield/Vacaville Hannigan Station Capacity Improvements	Fairfield	\$1,900,000	
Vallejo Springs Rd Pavement Preservation	Vallejo	\$1,800,000	
<b>Sonoma</b>			
CTA planning & programming	SCTA	\$135,000	
Countywide Active Transportation Plan	SCTA	\$200,000	
Cotati Downtown- Civic Center Connectivity and Safety Improvements	Cotati	\$242,000	\$1,008,000
Healdsburg Bike Share	Healdsburg	\$250,000	
Rohnert Park Pedestrian and Bicycle Safety Improvements	Rohnert Park	\$522,000	
Santa Rosa Transit Mall Roadbed Rehabilitation	Santa Rosa		\$868,000
Sebastopol SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancements	Sebastopol	\$476,000	
SMART Pathway - Petaluma Payran to Lakeville	SMART	\$806,000	
<b>Regional &amp; Corridor</b>			
<b>Regional Planning</b>			
FasTrak START Pilot Evaluation Study	MTC	\$900,000	
Diridon Station Planning & Studies	MTC	\$1,000,000	
<b>Regional and Corridor</b>			
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	
<b>Transit Recovery Blue Ribbon Task Force</b>			
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	
<b>9. SAFE &amp; SEAMLESS MOBILITY QUICK-STRIKE</b>		<b>\$71,193,764</b>	<b>\$17,866,076</b>
<b>10. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>			
AC Transit Bus Purchase (for Solano I-80 Express Lanes)	AC Transit	\$4,667,000	
SR 84 Ardenwood Intermodal Bus Facility PA&ED (Fund Exchange)	CCJPA	\$100,000	
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC	\$4,000,000	
GGB Suicide Deterrent System	GGBHTD	\$7,910,000	
Pavement Rehab (for Downtown Novato SMART Station)	Novato	\$617,000	
Old Redwood Highway Multi-Use Pathway	Larkspur	\$1,120,000	
Grand Ave Bridge	San Rafael	\$763,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael	\$1,000,000	
US 101 Marin-Sonoma Narrows	TAM	\$2,000,000	
US 101 Marin-Sonoma Narrows (MSN) B7 (Loan for RM3)	TAM	\$61,708,245	\$13,942,852
Diridon Station Planning & Studies	MTC	\$1,000,000	

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**OBAG 2 Regional Programs**  
**FY 2017-18 through FY 2021-22**  
**March 2024**

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<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$696,968,187</b>	<b>\$132,976,260</b>
VTA: Highway 17 Bicycle/Pedestrian Trail and Wildlife Overcrossing (Fund Exch.)	VTA	\$249,000	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo County	\$184,000	
I-80 Express Lanes in Solano County (Loan for RM3)	STA	\$63,464,510	\$3,255,000
I-80 Express Lanes in Solano County (Toll System)	BAIFA		\$28,454,000
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	\$15,400,000	
<b>10. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>		<b>\$164,182,755</b>	<b>\$45,651,852</b>
<b>OBAG 2 REGIONAL PROGRAMS</b>	<b>TOTAL:</b>	<b>\$696,968,187</b>	<b>\$132,976,260</b>

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# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0265      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 2/1/2024      **In control:** Programming and Allocations Committee  
**On agenda:** 3/13/2024      **Final action:**  
**Title:** MTC Resolutions Nos. 3989, Revised and 4505, Revised. Various revisions to the One Bay Area Grant Program (OBAG 3) and MTC exchange program, including reprogramming \$2 million to provide matching funds for MTC's Safe Streets and Roads for All (SS4A) grant, reprogramming \$2 million to update pavement data collection software, changing the fund source for both projects from STP/CMAQ to non-federal exchange funds, and the addition of the City of Albany as co-sponsor for a portion of the San Pablo Avenue Parallel Bike Network project.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2e 24-0265 Summary Sheet OBAG3 MTC Exchange Program Revisions .pdf](#)  
[2e 24-0265 MTC Resolution 3989.pdf](#)  
[2e 24-0265 MTC Resolution 4505.pdf](#)

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

MTC Resolutions Nos. 3989, Revised and 4505, Revised. Various revisions to the One Bay Area Grant Program (OBAG 3) and MTC exchange program, including reprogramming \$2 million to provide matching funds for MTC's Safe Streets and Roads for All (SS4A) grant, reprogramming \$2 million to update pavement data collection software, changing the fund source for both projects from STP/CMAQ to non-federal exchange funds, and the addition of the City of Albany as co-sponsor for a portion of the San Pablo Avenue Parallel Bike Network project.

**Presenter:**

Thomas Arndt

**Recommended Action:**

Commission Approval

**Attachments:** List any attachments.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**March 13, 2024**

**Agenda Item 2e - 24-0265**

**MTC Resolution Nos. 3989, Revised and 4505, Revised**

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**Subject:**

Various revisions to the One Bay Area Grant Program (OBAG 3) and MTC exchange program, including reprogramming \$2 million to provide matching funds for MTC’s Safe Streets and Roads for All (SS4A) grant, reprogramming \$2 million to update pavement data collection software, changing the fund source for both projects from STP/CMAQ to non-federal exchange funds, and the addition of the City of Albany as co-sponsor for a portion of the San Pablo Avenue Parallel Bike Network project.

**Background:**

The OBAG 3 Program adopted by the Commission establishes 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 2022-23 through FY 2025-26.

MTC’s fund exchange program provides greater flexibility to deliver select priority projects within the broader OBAG framework. The program facilitates funding agreements with partner agencies 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 and MTC exchange programs as described below.

***SS4A Grant Match***

In December 2023, the US Department of Transportation awarded MTC a \$10 million Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant for “Enhancing Support for Safety in the Bay Area.” This grant will complement MTC’s OBAG 3 Regional Vision Zero/Safety Program by advancing safety-related planning, data collection, and project implementation efforts. This month, staff recommend reprogramming \$2 million in OBAG 3 funds currently programmed to MTC for the Bay Area Vision Zero Data System (BayViz) as a

contribution to MTC's local match for the SS4A grant. As part of this action, staff recommend changing the fund source from STP/CMAQ to non-federal MTC exchange funds, to satisfy the SS4A local match requirement.

To ensure continuity of the current BayViz system, staff recommend reprogramming an additional \$80,000 in OBAG 3 STP/CMAQ funds currently programmed to MTC for Regional Safety Program Coordination and Outreach as non-federal MTC exchange funds to support the upcoming year of BayViz operations. After this year, the BayViz system will be expanded and maintained as part of the overall SS4A grant.

***Pavement Data Collection Software Updates***

MTC's StreetSaver® pavement management software, used by all cities and counties in the Bay Area, uses pavement asset data to produce recommendations for targeted pavement rehabilitation to maximize funding and extend pavement useful life. Historically, MTC's Pavement Technical Assistance Program (P-TAP) assisted jurisdictions in manually collecting pavement asset data. However, recent advancements in Artificial Intelligence (AI) technology could further automate data collection for use in StreetSaver®, resulting in reduced data collection costs. This month, MTC staff recommend changing the fund source for \$2 million in OBAG 3 funds currently programmed to MTC for the Regional Pavement Management Program (PMP) to non-federal MTC exchange funds to develop updated PMP data collection methods. Using non-federal funds to develop new technology will ensure MTC retains intellectual property rights.

***Fund Source for Active Transportation Technical Assistance Grants***

In December 2023, the Commission approved a total of \$960,000 in OBAG 3 Active Transportation Technical Assistance Program grants to various sponsors, of which \$560,000 was programmed using non-federal MTC exchange funds. This month, staff recommend revising the fund source for the remaining \$400,000 in grants from STP/CMAQ to non-federal exchange funds. After discussions with Caltrans and the impacted project sponsors, MTC staff have determined that the grant awards for quick-build material procurement projects are not well suited to STP/CMAQ delivery processes.

***San Pablo Avenue Parallel Bike Network Co-sponsorship***

As part of the OBAG 3 County & Local Program, the Commission awarded the Alameda County Transportation Commission (ACTC) a total of \$30 million for three related interjurisdictional

multimodal improvement projects along the San Pablo Avenue corridor. This month, staff recommend adding the City of Albany as a co-sponsor for a portion of ACTC's San Pablo Avenue Parallel Bike Network project along Jackson Street. These changes reflect the co-sponsors' delivery approach for the Jackson Street segment of the bike network.

**Issues:**

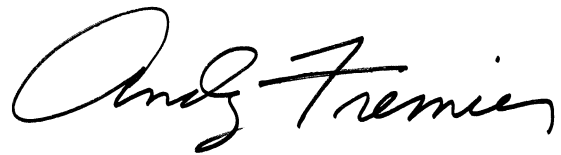
None.

**Recommendations:**

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

**Attachments:**

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

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

---

Andrew B. Fremier



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

## ABSTRACT

MTC Resolution No. 3989

Page 2

\$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

## ABSTRACT

MTC Resolution No. 3989

Page 4

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.

Attachment B was revised on March 27, 2024 to program \$2,000,000 to MTC for the Enhancing Support for Safety in the Bay Area project, \$2,000,000 to MTC for Pavement Management Program (PMP) Pavement Asset Data Collection Updates, \$400,000 to MTC for two projects in the Regional Active Transportation Technical Assistance Program, and \$80,000 to MTC for the Bay Area Vision Zero Data System.

## ABSTRACT

MTC Resolution No. 3989

Page 5

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, February 14, 2024, and March 13, 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

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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	10/25/2023	
MTC	Benicia: Port of Benicia - Infrs. & Facility Modernization Plan	4505	10/25/2023	\$750,000
MTC	CC County: N Waterfront PPAs Technical Assistance Project	4505	10/25/2023	\$500,000



## MTC Exchange Program

### Funding Commitments

### Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	East Bay Econ Dev Alliance: Next Gen East Bay Indust Bldgs/Districts	4505	10/25/2023	\$500,000
MTC	STA: Aligning Middle Wage Jobs with Housing in Solano County	4505	10/25/2023	\$500,000
TAM/SCTA	Bike Share Capital and Outreach - SMART Corridor	3925	2/28/2018	\$826,000
Richmond	Bike Share Capital and Outreach - Richmond	3925	2/28/2018	\$1,024,000
MTC	Bay Area Preservation Pilot (BAPP)	4311	2/28/2018	\$10,000,000
MTC	IDEA - Concord: Concord Blvd, Clayton Rd & Willow Pass Rd	4202	11/28/2018	\$589,000
MTC	IDEA - Walnut Creek: Various Locations	4202	11/28/2018	\$621,000
Richmond	Richmond-San Rafael Bridge Bicycle Access	4202	11/28/2018	\$500,000
MTC	Richmond-San Rafael Bridge Forward	4202	11/28/2018	\$1,046,000
MTC	Napa Valley Transportation Demand Strategies	4202	11/28/2018	\$1,100,000
MTC	IDEA - Concord Blvd, Clayton Rd & Willow Pass Rd	4202	3/27/2019	\$144,000
MTC	Bay Wheels Bikeshare E-bike Expansion	4505	10/25/2023	
MTC	Bay Wheels Bikeshare E-bike Expansion	4505	3/22/2023	\$15,940,000
MTC	Bikeshare Station Siting - Oakland	4505	10/25/2023	\$150,000
MTC	Bikeshare Station Siting - Berkeley, Emeryville, San Francisco, San Jose	4505	10/25/2023	\$100,000
MTC	Marketing for Bikeshare E-bike Expansion Launch	4505	10/25/2023	\$150,000
MTC	Membership Incentives for Bikeshare E-bike Expansion Launch	4505	10/25/2023	\$200,000
MTC	Regional Active Transportation Technical Assistance Program	4505	12/20/2023	
MTC	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	4505	12/20/2023	\$40,000
MTC	San Bruno: San Bruno Avenue Complete Streets Project	4505	12/20/2023	\$40,000
<b>MTC</b>	<b>San Jose: Quick Build Delineators to Complete 11 Class IV Bikeways (Added)</b>	<b>4505</b>	<b>3/27/2024</b>	<b>\$200,000</b>
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
<b>MTC</b>	<b>Santa Rosa: Deployment of Quick Build Low-Stress Bicycle Facilities (Added)</b>	<b>4505</b>	<b>3/27/2024</b>	<b>\$200,000</b>
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
<u>MTC</u>	<u>Pavement Management Program (PMP) Pavement Asset Data Collection Updates (Added)</u>	<u>4505</u>	<u>3/27/2024</u>	<u>\$2,000,000</u>
<u>MTC</u>	<u>Enhancing Support for Safety in the Bay Area (SS4A Match) (Added)</u>	<u>4505</u>	<u>3/27/2024</u>	<u>\$2,000,000</u>
<u>MTC</u>	<u>Bay Area Vision Zero Data System (Added)</u>	<u>4505</u>	<u>3/27/2024</u>	<u>\$80,000</u>
<b>Total Committed:</b>				<b>\$73,905,000</b>

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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  
03/27/24-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 of 5

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 of 5

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

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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

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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, Attachment B-1 was 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.

On March 27, 2024, Attachments B-1 and B-2 were revised to reprogram \$2,000,000 in Regional Vision Zero/Safety Program funds from MTC's Bay Area Vision Zero Data System to MTC for Enhancing Support for Safety in the Bay Area, and change the fund source from STP/CMAQ to non-federal MTC exchange funds; reprogram \$80,000 in Regional Vision Zero/Safety Program funds from MTC's Regional Safety Program Coordination and Outreach to MTC for the Bay Area Vision Zero Data System, and change the fund source from STP/CMAQ to non-federal MTC exchange funds; change the funds source of \$2,000,000 in Regional Pavement & Asset Management Program funds for MTC's Pavement Management Program (PMP) from STP/CMAQ to non-federal MTC exchange funds; program \$1,000,000 in County & Local Program funds from the Alameda County Transportation Commission's (ACTC's) San Pablo Avenue Parallel Bike Network to ACTA and the City of Albany for the Jackson Street portion of the same project; and change the fund source for \$400,000 in Active Transportation Technical Assistance Program projects from STP/CMAQ to non-federal MTC exchange funds.

Further discussion of the project selection criteria and programming policy is contained in memorandums to the Programming and Allocations Committee dated January 12, 2022, February 9, 2022, March 9, 2022, June 8, 2022, September 14, 2022, October 12, 2022, November 9, 2022, January 11, 2023, February 8, 2023, March 8, 2023, April 12, 2023, and May 10, 2023; the Planning Committee dated June 9, 2023; the Programming and Allocations Committee dated June 14, 2023, July 12, 2023, September 13, 2023, October 11, 2023, November 8, 2023; the Planning Committee dated December 8, 2023; and the Programming and Allocations Committee dated December 13, 2023, February 14, 2024, and March 13, 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

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Alfredo Pedroza, Chair

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

**Attachment B-1**  
**MTC Resolution No. 4505**  
**OBAG 3 Regional Programs**  
**FY 2022-23 through FY 2025-26**  
**March 2024**

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 03/27/24-C

**OBAG 3 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
<b>OBAG 3 REGIONAL PROGRAMS</b>		<b>\$390,250,000</b>	<b>\$79,800,000</b>
<b>1. PLANNING AND PROGRAM IMPLEMENTATION</b>			
Planning and Program Implementation			
Regional Planning Activities	MTC	\$8,300,000	
Program and Project Implementation	MTC	\$37,200,000	
Program and Project Implementation - Transit Transformation	MTC	\$4,000,000	
<b>1. PLANNING AND PROGRAM IMPLEMENTATION</b>		<b>\$49,500,000</b>	
<b>2. GROWTH FRAMEWORK IMPLEMENTATION</b>			
Growth Framework Implementation			
PDA Planning and Technical Assistance Grants			
PDA Planning and Technical Assistance Grants - Balance	MTC	\$8,000,000	
Alameda County: San Lorenzo Village Specific Plan	MTC	\$600,000	
Benicia: Eastern Gateway Infrastructure Master Plan	MTC	\$312,000	
Campbell: Hamilton Avenue Precise Plan	MTC	\$400,000	
Cotati: Santero Way Specific Plan Update	MTC	\$415,000	
Fairfield/STA: Solano Rail Hub Residential Cluster	MTC	\$200,000	
Millbrae: El Camino Real Streetscape Plan Implementation	MTC	\$200,000	
Millbrae: MSASP Amend - Integrated Multi-Modal Transit Stn	MTC	\$600,000	
Milpitas: Innovation District Parks and Trails Master Plan	MTC	\$200,000	
Milpitas: Milpitas Main Street Sense of Place Plan	MTC	\$600,000	
Moraga: Moraga Center Specific Plan	MTC	\$600,000	
Moraga: Moraga Center Specific Plan Amendments	MTC	\$88,000	
Orinda: Path for Affordable Housing TOD at Orinda BART	MTC	\$200,000	
Petaluma: Corona Road SMART Station PDA Specific Plan	MTC	\$1,150,000	
San Carlos: Downtown Together - Downtown Specific Plan	MTC	\$300,000	
San Francisco: Well-Resourced PDAs Zoning Plan	MTC	\$1,035,000	
San Leandro: Bay Fair TOD Specific Plan Amendment	MTC	\$600,000	
San Leandro: Bay Fair TOD Sub-Area 1 Precise Plan	MTC	\$1,200,000	
Santa Rosa: South Santa Rosa Specific Plan	MTC	\$1,200,000	
Sebastopol: Workforce Housing Zoning	MTC	\$250,000	
Sonoma County: Airport Area Specific Plan Update	MTC	\$800,000	
Suisun City/STA: PDA Project Implementation	MTC	\$200,000	
Vacaville: Allison Policy Plan	MTC	\$1,200,000	
Vallejo: Downtown Amend and Streetscape Impl	MTC	\$1,200,000	
Vallejo: Waterfront Amendment	MTC	\$1,200,000	
Priority Production Area (PPA) Pilot Program			
Benicia: Port of Benicia - Infrs. & Facility Modernization Plan	MTC		\$750,000
CC County: N Waterfront PPAs Technical Assistance Project	MTC		\$500,000
East Bay Econ Dev Alliance: Next Gen EB Indust Bldgs/Dists	MTC		\$500,000
STA: Aligning Middle Wage Jobs with Housing in Solano County	MTC		\$500,000
<b>2. GROWTH FRAMEWORK IMPLEMENTATION</b>		<b>\$22,750,000</b>	<b>\$2,250,000</b>
<b>3. CLIMATE, CONSERVATION, AND RESILIENCE</b>			
Climate Initiatives			
Mobility Hubs			
Mobility Hubs Capital Grants - Balance	TBD	\$9,600,000	\$10,610,000
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 Grants - Balance	MTC	\$804,000	
ECCTA: Antioch Park n Ride Mobility Hub Plan	MTC	\$400,000	
SFMTA: Southeastern SF Mobility Hub Plan	MTC	\$396,000	
TAM: Marin County Mobility Hub Plan	MTC	\$400,000	

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**OBAG 3 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
<b>OBAG 3 REGIONAL PROGRAMS</b>		<b>\$390,250,000</b>	<b>\$79,800,000</b>
Mobility Hubs and Parking Management Technical Assistance	MTC	\$500,000	
Electric Bikeshare			
Electric Bikeshare: Bay Wheels Bikeshare E-bike Expansion	MTC	\$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	BART		\$5,900,000
Richmond Ferry Terminal Charging Infrastructure	WETA		\$3,750,000
Suisun City EV Charging Station Installation	Suisun City		\$350,000
Local Public Fleet Electrification: Planning Assistance	MTC	\$10,000,000	
Planning & Program Strategy: Local Action Planning	MTC	\$4,500,000	
Planning & Program Strategy: Regional Program Strategy	MTC	\$500,000	
Parking Management			
Parking Management Capital	TBD	\$4,000,000	
Parking Management Planning - Balance	MTC	\$352,000	
Concord: Downtown Parking Technology Solutions Study	MTC	\$80,000	
Lafayette: Downtown Lafayette Parking Mgmt Program	MTC	\$170,000	
Menlo Park: Menlo Park Citywide Strategic Parking Plan	MTC	\$125,000	
Napa: Park Napa Plan	MTC	\$315,000	
Petaluma: Downtown Area Parking Management Plan	MTC	\$100,000	
San Mateo: Citywide Parking Requirement Update	MTC	\$200,000	
Santa Rosa: Downtown Parking, Curb Mgmt & Access Plan	MTC	\$207,000	
Sausalito: Sausalito Downtown Parking Study	MTC	\$106,000	
Vallejo: Downtown/Waterfront Parking Mgmt Eval/Action Plan	MTC	\$150,000	
Walnut Creek: Downtown Curbside Management Plan	MTC	\$195,000	
Regional Transportation Demand Management (TDM)			
Commuter Benefits Program	MTC	\$8,400,000	
Commuter Benefits Program - Air District	BAAQMD	\$1,600,000	
Regional Carpool/Vanpool Program	MTC	\$3,400,000	
Bike to Work & Spare the Air Youth	MTC	\$4,800,000	
511 Traveler Information Services	MTC	\$14,000,000	
Regional TDM Balance	MTC	\$4,000,000	
Priority Conservation Area (PCA) Grant Program			
PCA Program Implementation	MTC		\$1,500,000
PCA Call for Projects - Phase I	TBD	\$8,500,000	
PCA Grant Program Balance	TBD	\$8,000,000	
<b>3. CLIMATE, CONSERVATION, AND RESILIENCE</b>		<b>\$89,260,000</b>	<b>\$68,740,000</b>
<b>4. COMPLETE STREETS AND COMMUNITY CHOICE</b>			
Healthy, Safe, and Sustainable Streets			
Regional Vision Zero/Safety Program			
Local Roadway Safety Plan Development & TA Balance	MTC	\$2,720,000	
CCTA: Local Roadway Safety Plan Development	MTC	\$630,000	
NVTA: Local Roadway Safety Plan Development	MTC	\$250,000	
C/CAG: Local Roadway Safety Plan Development	MTC		\$400,000
Bay Area Vision Zero Data System (Revised)	MTC		\$80,000
Enhancing Support for Safety in the Bay Area (SS4A Match) (Added)	MTC		\$2,000,000
Regional Safety Program Coordination and Outreach (Revised)	MTC	\$1,920,000	
Regional Pavement & Asset Management Program			
Pavement Technical Assistance Program (PTAP)	MTC	\$10,000,000	

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<b>OBAG 3 REGIONAL PROGRAMS</b>		<b>\$390,250,000</b>	<b>\$79,800,000</b>
<b>Pavement Management Program (PMP) (Revised)</b>	<b>MTC</b>	<b>\$1,000,000</b>	<b>\$2,000,000</b>
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	
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	MTC		\$40,000
San Bruno: San Bruno Avenue Complete Streets Project	MTC		\$40,000
<b>San Jose: Quick Build Delineators to Complete 11 Class IV Bikeways (Revised)</b>	<b>MTC</b>		<b>\$200,000</b>
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
<b>Santa Rosa: Deployment of Quick Build Low-Stress Bicycle Facilities (Revised)</b>	<b>MTC</b>		<b>\$200,000</b>
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
Active Transportation Technical Assistance Program Balance	MTC	\$2,740,000	
Bay Trail Planning	MTC	\$1,500,000	
Bay Trail Implementation	MTC	\$750,000	
Bay Trail Technical Assistance	MTC	\$250,000	
Bay Skyway: West Oakland Link	MTC	\$1,900,000	
SFMTA Light Rail Vehicles (for YBI MUP and Related Roadway Imps)	SFMTA	\$4,100,000	
Regional AT Plan Implementation Balance	TBD	\$1,500,000	
Community Choice			
Community-Based Transportation Plans (CBTPs)			
ACTC: Community-Based Transportation Plans	MTC	\$600,000	
CCTA: Community-Based Transportation Plans	MTC	\$450,000	
TAM: Community-Based Transportation Plans	MTC	\$150,000	
NVTA: Community-Based Transportation Plans	MTC	\$150,000	
SFCTA: Community-Based Transportation Plans	MTC		\$370,000
C/CAG: Community-Based Transportation Plans	MTC		\$245,000
VTA: Community-Based Transportation Plans	MTC		\$600,000
STA: Community-Based Transportation Plans	MTC		\$190,000
SCTA: Community-Based Transportation Plans	MTC		\$245,000
Community Action Resource and Empowerment (CARE) Program			
Engagement, TA, Capacity Building for CBTPs and CARE	MTC		\$1,500,000
CARE Unprogrammed Balance	TBD	\$13,500,000	
<b>4. COMPLETE STREETS AND COMMUNITY CHOICE</b>		<b>\$45,110,000</b>	<b>\$8,810,000</b>
<b>5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE</b>			
Transit Transformation Action Plan			
Transit Priority - Highway Investments	MTC	\$13,000,000	
Transit Priority - Arterial Investments	TBD	\$15,000,000	
Mapping & Wayfinding	TBD	\$10,200,000	
Multimodal Systems Programs			
Clipper C2 Capital (Loan for RM3)	MTC	\$30,000,000	
Forward Programs	MTC	\$21,800,000	
Bay Bridge Forward I-80/Powell I/C Transit Access	MTC	\$1,200,000	
Resilient SR 37	MTC	\$10,000,000	

**Attachment B-1**  
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**OBAG 3 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
<b>OBAG 3 REGIONAL PROGRAMS</b>		<b>\$390,250,000</b>	<b>\$79,800,000</b>
Design Alternative Assessments/Corridor Studies	MTC	\$4,000,000	
Adaptive Ramp Metering Implementation - Balance	MTC	\$3,000,000	
Adaptive Ramp Metering on SR 237 in Santa Clara County	MTC	\$1,000,000	
Optimized Freeway Corridor Operations	MTC	\$6,000,000	
Multimodal Arterial Operations	MTC	\$6,500,000	
Shared Connected/Automated Vehicles and Technology	MTC	\$1,000,000	
Regional ITS Architecture	MTC	\$2,000,000	
Express Lanes Studies and Pilots (Non-Infrastructure)	MTC	\$2,000,000	
Connected Bay Area	MTC	\$24,400,000	
Incident Management	MTC	\$4,000,000	
SR 29 American Canyon Operational and Multimodal Imps	NVTA	\$1,000,000	
SamTrans Preventative Maintenance (for SamTrans ROW Repayment)	SamTrans	\$7,000,000	
<b>5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE</b>		<b>\$163,100,000</b>	
<b>NON-FEDERAL ADJUSTMENT</b>		<b>\$20,530,000</b>	
<b>OBAG 3 REGIONAL PROGRAMS</b>	<b>TOTAL:</b>	<b>\$390,250,000</b>	<b>\$79,800,000</b>

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**Attachment B-2**  
**MTC Resolution No. 4505**  
**OBAG 3 County & Local Programs**  
**FY 2022-23 through FY 2025-26**  
**March 2024**

MTC Res. No. 4505 Attachment B-2  
 Adopted: 01/26/22-C  
 Revised: 06/22/22-C 09/28/22 10/26/22-C 01/25/23-C 03/22/23-C  
 05/24/23-C 07/26/23-C 12/20/23-C 03/27/24-C

**OBAG 3 County & Local Programs Project List**

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

**Attachment B-2**  
**MTC Resolution No. 4505**  
**OBAG 3 County & Local Programs**  
**FY 2022-23 through FY 2025-26**  
**March 2024**

MTC Res. No. 4505 Attachment B-2  
 Adopted: 01/26/22-C  
 Revised: 06/22/22-C 09/28/22 10/26/22-C 01/25/23-C 03/22/23-C  
 05/24/23-C 07/26/23-C 12/20/23-C 03/27/24-C

**OBAG 3 County & Local Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 3 COUNTY &amp; LOCAL PROGRAMS</b>		<b>\$368,323,000</b>	
<b>NAPA COUNTY</b>		<b>\$9,652,000</b>	
<b>SAN FRANCISCO COUNTY</b>			
CTA Planning Activities			
Planning Activities Base	MTC	\$3,624,000	
Planning Activities Supplemental	SFCTA	\$789,000	\$1,411,000
County/Local Program			
Elevator Modernization, Phase 1.3	BART	\$6,078,460	
Regional Carpool/Vanpool (for BART Elevator Modernization Phase 1.3)	MTC	\$7,221,540	
Yerba Buena Island Multi-use Pathway and Related Roadway Imps	SFCTA	\$2,250,000	
SFMTA Light Rail Vehicles (for SFCTA YBI MUP and Related Imps)	SFMTA	\$750,000	
SFMTA Light Rail Vehicles (for SFCTA West Side Bridges)	SFMTA	\$14,899,000	
SRTS Non-Infrastructure Program	SFMTA	\$7,082,000	
29 Sunset Improvement	SFMTA	\$5,976,000	
Central Embarcadero Safety	SFMTA	\$6,320,000	
<b>SAN FRANCISCO COUNTY</b>		<b>\$54,990,000</b>	<b>\$1,411,000</b>
<b>SAN MATEO COUNTY</b>			
CTA Planning Activities			
Planning Activities Base	MTC	\$3,450,000	
Planning Activities Supplemental	C/CAG		\$2,300,000
County/Local Program			
Rollins Road Bicycle and Pedestrian Improvement	Burlingame	\$3,100,000	
El Camino Real Complete Street, Mission Rd to SSF	Colma	\$4,640,000	
SRTS Non-Infrastructure Program	C/CAG	\$2,120,000	
Middle Ave Caltrain Pedestrian and Bicycle Undercrossing	Menlo Park	\$5,000,000	
Roosevelt Avenue Traffic Calming Project	Redwood City	\$3,400,000	
Bay Road Complete Street Rehabilitation	San Mateo County	\$3,807,000	
19th Ave/Fashion Island Blvd Complete Street Class IV	SMCTA	\$3,375,000	
School St/Spruce Ave and Hillside Blvd Safety and Access Imps	South San Francisco	\$3,128,000	
<b>SAN MATEO COUNTY</b>		<b>\$32,020,000</b>	<b>\$2,300,000</b>
<b>SANTA CLARA COUNTY</b>			
CTA Planning Activities			
Planning Activities Base	MTC	\$5,307,000	
Planning Activities Supplemental	VTA		\$4,693,000
County/Local Program			
N San Antonio Road Protected Bikeway	Los Altos	\$7,298,000	
Monterey Road Traffic, Bicycle, & Pedestrian Improvements	Morgan Hill	\$3,921,000	
El Camino Real / El Monte / Escuela Intersection Imps	Mountain View	\$2,400,000	
Middlefield Road Complete Streets	Mountain View	\$2,406,000	
Moffett Boulevard Complete Streets	Mountain View	\$3,500,000	
Jackson Avenue Complete Streets	San Jose	\$3,300,000	
Julian & St. James Livable Streets Couplet Conversion	San Jose	\$12,974,000	
Signalized Intersections Pedestrian Safety Improvements	San Jose	\$6,300,000	
Story-Keyes Complete Streets	San Jose	\$32,730,000	
White Road Pedestrian Safety Improvements	San Jose	\$3,382,000	
Central Santa Clara Bicycle and Pedestrian Improvement	Santa Clara	\$9,029,000	
<b>SANTA CLARA COUNTY</b>		<b>\$92,547,000</b>	<b>\$4,693,000</b>
<b>SOLANO COUNTY</b>			
CTA Planning Activities			
Planning Activities Base	MTC	\$3,446,000	
Planning Activities Supplemental	STA		\$4,044,000
County/Local Program			
East Fifth Street PDA - Affordable Housing Streetscape Imps	Benicia	\$261,000	
Linear Park Node 4 Safe Routes to School and Transit	Fairfield	\$2,239,000	



**Attachment B-2**  
**MTC Resolution No. 4505**  
**OBAG 3 County & Local Programs**  
**FY 2022-23 through FY 2025-26**  
**March 2024**

MTC Res. No. 4505 Attachment B-2  
 Adopted: 01/26/22-C  
 Revised: 06/22/22-C 09/28/22 10/26/22-C 01/25/23-C 03/22/23-C  
 05/24/23-C 07/26/23-C 12/20/23-C 03/27/24-C

**OBAG 3 County & Local Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 3 COUNTY &amp; LOCAL PROGRAMS</b>		<b>\$368,323,000</b>	
Travis Safe Routes to School and Transit	Fairfield	\$3,960,000	
Solano 360 Transit Center Phase 1	Solano County	\$2,101,000	
Solano Mobility Call Center and Employer Commuter Program	STA	\$1,500,000	
SRTS Non-Infrastructure Program	STA	\$1,000,000	
Sacramento Street Road Diet – Phase II	Vallejo	\$850,000	
<b>SOLANO COUNTY</b>		<b>\$15,357,000</b>	<b>\$4,044,000</b>
<b>SONOMA COUNTY</b>			
CTA Planning Activities			
Planning Activities Base	MTC	\$3,446,000	
Planning Activities Supplemental	SCTA		\$2,229,000
County/Local Program			
Grove Street Neighborhood Plan Implementation	Healdsburg	\$2,217,000	
Hwy 101 Bike/Ped Overcrossing at Copeland Creek	Rohnert Park	\$3,350,000	
Downtown Connectivity for Housing Density Intensification	Santa Rosa	\$2,588,000	
Hwy 101 Hearn Ave Multi-Use Pathway and Pavement Rehab	Santa Rosa	\$1,321,000	
SRTS Non-Infrastructure Program	SCTA	\$1,910,000	
SMART Pathway: Great Redwood Trail – Santa Rosa	SMART	\$2,000,000	
Todd Rd and Standish Ave Intersection Improvements	Sonoma County	\$2,200,000	
Downtown Bike/Ped US 101 Crossing - Underpass Widening	Windsor	\$2,000,000	
<b>SONOMA COUNTY</b>		<b>\$21,032,000</b>	<b>\$2,229,000</b>
<b>OBAG 3 COUNTY &amp; LOCAL PROGRAMS</b>		<b>TOTAL: \$368,323,000</b>	<b>\$14,677,000</b>

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4505\_ongoing\_OBAG3\[tmp-RES-4505\_Attachment-B-2\_Mar.xlsx]Mar 2024



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0215 **Version:** 1 **Name:**

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

**File created:** 1/25/2024 **In control:** Programming and Allocations Committee

**On agenda:** 3/13/2024 **Final action:**

**Title:** MTC Resolution No. 4273, Revised. FY 2023-24 Cap and Trade Low Carbon Transit Operations Program (LCTOP).

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2f 24-0215 Summary Sheet LCTOP MTC Resolution 4273.pdf](#)  
[2f 24-0215 MTC Resolution 4273.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolution No. 4273, Revised. FY 2023-24 Cap and Trade Low Carbon Transit Operations Program (LCTOP).

**Presenter:**  
Anne Spevack

**Recommended Action:**  
Commission Approval

**Attachments:** List any attachments.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**March 13, 2024**

**Agenda Item 2f - 24-0215**

**MTC Resolution No. 4273, Revised. FY2023-24 Cap and Trade Low Carbon Transit  
Operations Program (LCTOP)**

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**Subject:**

A request for approval of MTC's FY 2023-24 LCTOP program (MTC Resolution No. 4273, Revised) distributing approximately \$21 million in population-based (99313) LCTOP funds.

**Background:**

LCTOP is a formula-based transit funding program that receives 5% of the state's Cap and Trade auction revenues. Funds are allocated annually, with half of the program distributed to transit operators based on revenue, and half distributed to regions based on population.

The State Controller's Office (SCO) is expected to release the FY2023-24 LCTOP eligibility list shortly, distributing an estimated \$192 million to transit operators and Metropolitan Planning Organizations (MPOs) statewide. This year's program is anticipated to distribute approximately \$21 million in population-based funds to MTC and \$60 million in revenue-based funds directly to operators in the region.

**FY 2023-24 Population-Based Funds Programming**

For MTC's share (approximately \$21 million), projects are programmed based on the Cap and Trade Funding Framework, MTC Resolution No. 4130, Revised, adopted in April 2016.

Approximately \$7.2 million is being distributed to each of the following three project categories. See Attachment A of MTC Resolution No. 4273, Revised for further detail.

1. North Counties/Small Operators. North county and small operators will implement a variety of projects, including service expansion, free or reduced fare programs, and procurement of zero-emission buses and supportive bus-charging infrastructure. At least 60% of the funds from this category will be used for zero-emission buses or infrastructure.
2. Clipper/Fare Policy. Staff recommend applying these funds to Next Generation Clipper Operations to support account-based back office operations in preparation for the public launch of Open Payment capability, including communication and education of new

account-based features and expanded customer operations, expansion of the Clipper START means-based pilot program, single and multi-operator trip and fare capping (day, week, and monthly pass accumulators), improvements and upgrades to the Regional Transit Connection (RTC) Discount program, expanded regional no-cost/reduced cost inter-operator fare policies, and other regional transit fare programs and initiatives.

3. Key Transit Corridors. This category is distributed under the Transit Performance Initiative (TPI). The Cap and Trade Funding Framework sets aside minimum percentages over five years for SFMTA, VTA, and AC Transit within the key transit corridors category. For FY23-24, staff recommend focusing on these three operators to help ensure their minimum percentages are met over the current five-year period. Staff have worked with these operators to identify LCTOP-eligible projects proportional to their funding targets.

In selecting projects in the Key Transit Corridors category, staff prioritized consistency with the ongoing Bus Accelerated Infrastructure Delivery (BusAID) program, part of the Transit Transformation Action Plan and Regional Network Management implementation, and consistency with other regional transit priority investments.

- SFMTA Cloud-Based Transit Signal Priority (TSP): will upgrade network equipment and software to implement next-generation TSP across the system. This will improve the functionality of TSP for all high-frequency lines, and particularly benefit the 5 Fulton/5R Fulton Rapid, in alignment with the McAllister Street transit lane project under review for BusAID funding. The project will also complement the existing Muni Forward Five Minute Network TPI project, which will complete street design for transit priority improvements on high-frequency lines.
- VTA Senter Road Bus Boarding Islands and Bulb Outs project: will construct bus boarding islands and bulb outs to reduce transit delays and maintain frequencies. This project scored highly in the initial screening of the BusAID program and will be considered for further BusAID funding.
- AC Transit Cutting Boulevard Project: will improve riders' experience, transit operations and pedestrian safety along Cutting Boulevard in Richmond. The project includes bus stop relocations, bus bulbs, longer bus stops, and accessibility

improvements. The project will complement MTC's RM3-funded Richmond- San Rafael Forward Cutting Boulevard Project, which focuses on bus stops shared by AC Transit and Golden Gate Transit, by adding improvements to AC Transit-only stops along the same corridor.

**FY 2022-23 Project Title Correction**

This action also includes a correction to the Golden Gate Bridge Highway and Transit District's FY 2022-23 project title, consistent with their submitted and approved Allocation Request.

**Issues:**

**Final Apportionments:** The final apportionment amounts were expected to be released by the State Controller's Office in February 2024. Amounts shown in this resolution are based on an estimate released by Caltrans LCTOP program staff. As amounts are formula-driven, staff will pursue an Executive Director Administrative Authority action consistent with MTC Res. No. 4273, Revised to conform programming to exact amounts following the release of apportionments.

**Schedule:** Project sponsors are responsible for submitting applications to Caltrans (the due date is yet to be announced). Staff recommends that MTC approval of Resolution No. 4273, Revised be conditioned on local support documentation being submitted to Caltrans. Pending Commission approval, staff will submit Resolution No. 4273, Revised to Caltrans as documentation of the region's contribution of population-based funds to the various LCTOP projects.

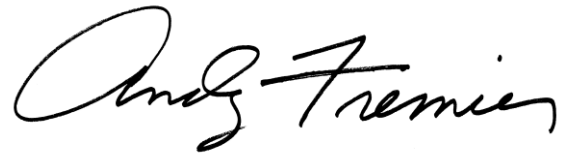
**Disadvantaged Communities:** LCTOP requires 50% of funds spent in a jurisdiction to benefit a Disadvantaged Community, if any are located in that jurisdiction. As the recipient of population-based funds for the region, MTC must ensure this requirement is met overall for the region's funds. Additionally, the agencies receiving MTC's population-based funds must meet this requirement for their own jurisdiction. These requirements will be met through the list of projects in Attachment A of Resolution No. 4273, Revised, with over 70% of funds going to projects that directly benefit Disadvantaged Communities or otherwise satisfy the state's requirement by investing in zero-emission buses or supporting infrastructure.

**Recommendations:**

Refer MTC Resolution No. 4273, Revised to the Commission for approval.

**Attachments:**

Attachment A: MTC Resolution No. 4273, Revised

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

---

Andrew B. Fremier

Date: March 22, 2017  
W.I.: 1515  
Referred by: PAC  
Revised: 03/22/17-ED 04/26/17-C  
05/24/17-ED 03/28/18-C  
05/23/18-ED 04/24/19-C  
06/26/19-C 03/25/20-C  
06/24/20-ED 11/20/20-ED  
12/16/20-C 03/24/21-C  
07/28/21-C 12/15/21-ED  
03/23/22-C 04/27/22-ED  
06/22/22-C 10/26/22-C  
10/26/22-ED 03/22/23-C  
03/22/23-ED 03/27/24-C

### ABSTRACT

Resolution No. 4273, Revised

This resolution adopts the allocation requests for the Cap and Trade Low Carbon Transit Operations Program for the San Francisco Bay Area.

This resolution includes the following attachments:

Attachment A – Cap and Trade Low Carbon Transit Operations Program – Population-based Funds Project List

This resolution was amended through Executive Director’s Administrative Authority on March 22, 2017 to update the name of the GGBHTD project.

This resolution was revised via Commission Action on April 26, 2017 to replace the SFMTA Geary Bus Rapid Transit Phase 1 project with the AC Transit San Pablo and Telegraph Rapid Bus Upgrades project.

This resolution was amended through Executive Director’s Administrative Authority on May 24, 2017 to replace the City of Union City Convert New Cutaway Vans from Gasoline to Gasoline-Hybrid project with the AC Transit East Bay Bus Rapid Transit project.

## ABSTRACT

MTC Resolution No. 4273

Page 2 of 4

This resolution was revised via Commission Action on March 28, 2018 to add the FY 2017-18 LCTOP Population-based Funds Project List to Attachment A, and to add the Transit Performance Initiative Project Savings Policy as Attachment B.

This resolution was amended through Executive Director's Administrative Authority on May 23, 2018 to replace the FY 2017-18 AC Transit East Bay Bus Rapid Transit project with the AC Transit San Leandro BART – Transit Access Improvements project.

This resolution was revised via Commission Action on April 24, 2019 to add the FY 2018-19 LCTOP Population-based Funds Project List to Attachment A.

This resolution was revised via Commission Action on June 26, 2019 to replace the FY 2018-19 VTA Fast Transit Program: Speed Improvement Project with the VTA 2021 Zero Emission Bus Procurement project.

This resolution was revised via Commission Action on March 25, 2020 to add the FY 2019-20 LCTOP Population-based Funds Project List to Attachment A and to revise LAVTA's FY2017-18 project.

This resolution was revised through Executive Director's Administrative Authority on June 24, 2020 to replace the FY 2016-17 City of Fairfield Local Bus Fleet Replacement – Diesel-Electric Hybrid Buses project with the City of Fairfield Destination Sign and Voice Announcement System Upgrade Project, replace the FY2017-18 City of Fairfield Electric Bus Infrastructure Upgrade Project with the City of Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program, and replace the FY2018-19 City of Fairfield Electric Infrastructure Upgrade Phase I Project with the City of Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program.

This resolution was revised through Executive Director's Administrative Authority on November 20, 2020 to reprogram \$100,824 in savings from the FY2018-19 Solano County Transit SolTrans All-Electric Bus Purchase project to the FY2018-19 Solano County Transit Electrical Infrastructure for Charging All-Electric Buses project.

This resolution was revised through Commission Action on December 16, 2020 to replace the FY 2017-18 VTA North First Street Light Rail Speed and Safety Improvement Project – Phase 1



## ABSTRACT

MTC Resolution No. 4273

Page 3 of 4

with the VTA Eastridge to BART Regional Connector project, and to update the footnote on VTA's FY 2018-19 project.

This resolution was revised through Commission Action on March 24, 2021 to add the FY 2020-21 LCTOP Population-based Funds Project List to Attachment A.

This resolution was revised through Commission Action on July 28, 2021 to replace the FY 2018-19 VTA 2021 Zero Emission Bus Procurement Project with the VTA Charging Infrastructure and Microgrid Technology Project.

This resolution was revised through Executive Director's Administrative Authority on December 15, 2021 to reprogram \$221,902 from the FY2020-21 ECCTA New Tri MyRide Service Zone project to the ECCTA Maintenance Facility Upgrades for Fuel Cell Electric Buses Project; correct the FY2019-20 ECCTA Hydrogen Fueling Station project title to Maintenance Facility Upgrades for Fuel Cell Electric Buses; and make minor corrections to the FY2019-20 and FY2020-21 ECCTA Free Fares for Routes 11, 14, and 16 Serving the Monument Corridor II & III projects to remove the numerals in each title.

This resolution was revised through Commission Action on March 23, 2022 to add the FY 2021-22 LCTOP Population-based Funds Project List to Attachment A and replace the FY2018-19 Union City Electric Vehicle Charging Infrastructure for Union City Transit Fleet project with the Paratransit Replacement Vehicle project.

This resolution was revised through Executive Director's Administrative Authority on April 27, 2022 to reprogram \$753,280 from the FY 2018-19 SFMTA West Portal Optimization and Crossover Activation project to the SFMTA Expanded Service on Line 29-Sunset project.

This resolution was revised through Commission Action on June 22, 2022 to reprogram \$4.6 million from the FY 2021-22 MTC Regional Means-Based Transit Fare Pilot project to the SamTrans Zero Emission Bus Replacement project.

This resolution was revised through Commission Action on October 26, 2022 to revise the title of the FY2021-22 SamTrans Zero-Emission Bus Replacement project to Battery/Electric Buses and Charging Infrastructure.

## ABSTRACT

MTC Resolution No. 4273

Page 4 of 4

This resolution was revised through Executive Director's Administrative Authority on October 26, 2022 to reprogram \$273,983 in FY 2020-21 population-based funds from the CCTA Free Fares for Routes 11, 14, and 16 Serving the Monument Corridor project to the CCTA Free Fares for Routes Serving the Monument Corridor project.

This resolution was revised through Commission Action on March 22, 2023 to add the FY 2022-23 LCTOP Population-based Funds Project List to Attachment A.

This resolution was revised through Executive Director's Administrative Authority on March 22, 2023, to revise the FY 2022-23 LCTOP Population-based Fund Amounts based on the final apportionments released by the State Controller's Office.

This resolution was revised through Commission Action on March 27, 2024 to add the FY 2023-24 LCTOP Population-Based Funds Project List to Attachment A, and to revise the title of the FY 2022-23 Golden Gate Bridge Highway and Transit District Ferry CARB Compliance Project to MV Del Norte Replacement Project.

Further discussion of these actions is contained in the Programming and Allocations Summary Sheets dated March 8, 2017, April 12, 2017, March 7, 2018, April 10, 2019, June 12, 2019, March 11, 2020, December 9, 2020, March 10, 2021, July 14, 2021, March 9, 2022, June 8, 2022, October 12, 2022, March 8, 2023, and March 13, 2024.

Date: March 22, 2017  
W.I.: 1515  
Referred by: PAC

RE: Cap and Trade Low Carbon Transit Operations Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4273

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, Plan Bay Area (“Plan”), the region’s integrated long-range transportation and land use plan adopted by MTC, provides the planning foundation for transportation improvements and regional growth throughout the San Francisco Bay Area through 2040; and

WHEREAS, the Plan includes a \$3.1 billion reserve from future Cap and Trade funding; and

WHEREAS, the Plan identifies the expected uses of Cap and Trade funding as including but not limited to transit operating and capital rehabilitation/replacement, local streets and roads rehabilitation, goods movement, and transit-oriented affordable housing, consistent with the Plan's focused land use strategy; and

WHEREAS, the Plan states that Cap and Trade revenues will be allocated to specific programs through a transparent and inclusive regional public process; and

WHEREAS, the Plan calls for the process to ensure that at least 25 percent of the Cap and Trade revenues will be spent to benefit disadvantaged communities in the Bay Area; and

WHEREAS, Senate Bill 852 (Statutes 2014) establishes the Low Carbon Transit Operations Program (LCTOP) from the Greenhouse Gas Reduction Fund; and

WHEREAS, MTC is the recipient of the population-based funding in LCTOP funds pursuant to Public Utilities Code Section 99313 and 99314; and

WHEREAS, MTC has adopted Resolutions 4123 and 4130, a Programming Framework for the Cap and Trade funds and Transit Core Capacity Challenge Grant program; and

WHEREAS, staff has prepared a LCTOP population-based funding allocation request list, Attachment A, for submittal to Caltrans based on the distribution formula in Resolution 4130, said attachment attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is an eligible project sponsor and may receive state funding from the LCTOP now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, MTC wishes to implement the LCTOP program of projects attached hereto as Attachment A; now, therefore, be it

RESOLVED, that MTC adopts LCTOP program of projects, attached hereto as Attachment A, and finds it consistent with the RTP; and, be it further

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

RESOLVED, that MTC hereby authorizes the submittal of the project nominations and allocation requests to the Department in LCTOP funds attached hereto as Attachment A; and, be it further

RESOLVED, that the Executive Director is authorized to make changes to Attachment A, including revisions to existing allocation requests up to \$1,000,000, and authorize new

allocations up to \$1,000,000 to conform to sponsor requests, and Caltrans and State Controller's actions.

METROPOLITAN TRANSPORTATION COMMISSION

---

Jake Mackenzie, Chair

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

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C  
 05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C  
 06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C  
 07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED  
 6/22/22-C 10/26/22-C 10/26/22-ED 3/22/23-C  
 3/22/23-ED 3/27/24-C

## FY 2016-17 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/1/2017

Agency	Project(s)	FY 2016-17 LCTOP Population-Based Funding	Date
CCCTA	Martinez Shuttle	\$ 228,378	3/22/17
ECCTA	Pittsburg eBART Connector Service Demonstration Project	\$ 137,935	3/22/17
LAVTA	Las Positas College Easy Pass Fare Voucher Program	\$ 94,419	3/22/17
NVTA	Vine ZEB Procurement Program	\$ 65,105	3/22/17
AC Transit (from Union City) <sup>4</sup>	East Bay Bus Rapid Transit Project	\$ 33,064	5/24/17
WCCTA	Continue Expanded Service on Route 11	\$ 30,450	3/22/17
GGBHTD <sup>1</sup>	Purchase Sixty-seven (67) 40-Foot Diesel-Electric Hybrid Buses	\$ 74,635	3/22/17
Marin Transit <sup>1</sup>	MCTD 2016 Transit Service Expansion	\$ 45,803	3/22/17
City of Fairfield <sup>2</sup>	Destination Sign and Voice Announcement System Upgrade	\$ 67,091	6/24/20
Solano County Transit <sup>2</sup>	SolTrans Electric Bus Purchase	\$ 129,018	3/22/17
City of Petaluma <sup>3</sup>	Weekday Afternoon Service Enhancements	\$ 27,715	3/22/17
City of Santa Rosa <sup>3</sup>	Increased Frequency on Trunk Routes - Santa Rosa CityBus Operating	\$ 80,639	3/22/17
Sonoma County Transit <sup>3</sup>	Electric Bus Purchase	\$ 122,069	3/22/17
<b>North Counties / Small Operators Subtotal</b>		<b>\$ 1,136,320</b>	
MTC	Clipper Fare Payment System	\$ 1,118,681	3/22/17
AC Transit	San Pablo and Telegraph Rapid Bus Upgrades	\$ 1,118,681	4/26/17
<b>TOTAL</b>		<b>\$ 3,373,683</b>	

\* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$120,438, and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$196,109, and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$230,423, and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

4. City of Union City received \$33,064 and released funds back to MTC. These funds have been re-programmed to AC Transit for FY16-17 as noted. When MTC distributes population-based funds for the FY17-18 LCTOP program according to the Cap and Trade Funding Framework (MTC Resolution No. 4130, Revised), the same amount will be redirected from the Transit Performance Initiative category to the North Counties/Small Operators category, provided that sufficient funds are available.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C  
 05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C  
 06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C  
 07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED  
 6/22/22-C 10/26/22-C 10/26/22-ED 3/22/23-C  
 3/22/23-ED 3/27/24-C

# **FY 2017-18 Low Carbon Transit Operations Program Requests**

Based on State Controller's Office Letter dated 2/7/2018

Agency	Project(s)	FY 2017-18 LCTOP Population-Based Funding	Date
CCCTA	New Service and Additional Weekend Trips (Martinez DAC)	\$ 375,378	3/28/18
CCCTA	Low/No Electric Bus	\$ 265,319	3/28/18
ECCTA	Continue Service -- New Route 381	\$ 386,968	3/28/18
LAVTA	Fare-Free Summer Rides Promotion	\$ 264,885	3/25/20
NVTA	Vine Zero Emission Bus (ZEB) Procurement Program	\$ 182,646	3/28/18
Union City <sup>1</sup>	Paratransit Vehicle Replacement	\$ 125,822	3/28/18
WCCTA	Purchase and Install New AVL/CAD/APC System	\$ 85,426	3/28/18
GGBHTD <sup>2</sup>	Purchase Sixty-four (64) 40-foot Diesel-Electric Hybrid Buses	\$ 202,999	3/28/18
Marin Transit <sup>2</sup>	MCTD 2016 Transit Expansion [Third year]	\$ 134,881	3/28/18
City of Fairfield <sup>3</sup>	Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program	\$ 189,628	6/24/20
Solano County Transit <sup>3</sup>	SolTrans Electric Bus Purchase	\$ 360,542	3/28/18
City of Petaluma <sup>4</sup>	Enhanced Weekday Afternoon Transit Service	\$ 77,990	3/28/18
City of Santa Rosa <sup>4</sup>	Maintain Increased Frequency on Trunk Routes and Improve Route 15 Service - Santa Rosa CityBus Operating	\$ 226,261	3/28/18
Sonoma County Transit <sup>4</sup>	Electric Bus Purchase	\$ 342,183	3/28/18
<b>North Counties / Small Operators Subtotal</b>		<b>\$ 3,220,928</b>	
MTC	Clipper Fare Payment System	\$ 3,138,381	3/28/18
SFMTA	Mission Bay Loop	\$ 1,440,568	3/28/18
VTA	Eastridge to BART Regional Connector	\$ 874,631	12/16/20
AC Transit	San Leandro BART -- Transit Access Improvements	\$ 579,338	5/23/18
AC Transit	South Alameda County Major Corridors Travel Time Improvement Project	\$ 210,780	3/28/18
<b>TOTAL</b>		<b>\$ 9,464,626</b>	

\* MTC approval conditioned on local support documentation submitted to Caltrans

1. City of Union City amount includes \$33,064 in funds from Transit Performance Initiative category as discussed in note 4 of FY2016-17 table.

2. Marin County received \$337,880, and distributed between Marin Transit and GGBHTD as noted.

3. Solano County received \$550,170, and distributed between City of Fairfield and Solano County Transit as noted.

4. Sonoma County received \$646,434 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C  
 05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C  
 06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C  
 07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED  
 6/22/22-C 10/26/22-C 10/26/22-ED 3/22/23-C  
 3/22/23-ED 3/27/24-C

## FY 2018-19 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 1/31/2019

Agency	Project(s)	FY 2018-19 LCTOP Population-Based Funding	Date
CCCTA	Martinez to Amtrak BART II	\$ 375,378	4/24/19
CCCTA	Free Fares for Routes 11, 14, and 16 Serving the Monument Corridor	\$ 596,332	4/24/19
ECCTA	New Route 383	\$ 586,893	4/24/19
LAVTA	Purchase Four (4) Zero-Emission Replacement Buses and Related Support Infrastructure	\$ 401,737	4/24/19
NVTA	NVTA Zero Emission Bus Procurement Project	\$ 277,010	4/24/19
Union City	Paratransit Replacement Vehicle	\$ 140,680	3/23/22
WCCTA	"Spare the Fare" -- Free Rides on Weekday Spare the Air Days	\$ 129,561	4/24/19
GGBHTD <sup>1</sup>	Purchase Sixty-four (64) 40-foot Diesel-Electric Hybrid Buses	\$ 307,876	4/24/19
Marin Transit <sup>1</sup>	Purchase Four 40ft Electric Transit Vehicles	\$ 204,568	4/24/19
City of Fairfield <sup>2</sup>	Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program	\$ 287,598	6/24/20
Solano County Transit <sup>2</sup>	SolTrans All-Electric Bus Purchase	\$ 39,176	11/20/20
Solano County Transit <sup>2</sup>	Electrical Infrastructure for Charging All-Electric Buses	\$ 507,369	11/20/20
City of Petaluma <sup>3</sup>	Purchase One Zero-Emission Replacement Bus	\$ 122,145	4/24/19
City of Santa Rosa <sup>3</sup>	Maintain Increased Frequency on Routes 1 and 2	\$ 347,666	4/24/19
Sonoma County Transit <sup>3</sup>	Electric Bus Purchases	\$ 510,600	4/24/19
<b>North Counties / Small Operators Subtotal</b>		<b>\$ 4,834,589</b>	
MTC	Infrastructure for Regional Means-Based Transit Fare Pilot	\$ 4,759,808	4/24/19
SFMTA	West Portal Optimization and Crossover Activation	\$ 1,431,550	4/24/19
SFMTA	Expanded Service on Line 29-Sunset <sup>4</sup>	\$ 753,280	4/27/22
VTA	Charging Infrastructure & Microgrid Technology <sup>5</sup>	\$ 1,326,504	7/28/21
AC Transit	Dumbarton Innovative Deployments to Enhance Arterials (IDEA)	\$ 1,248,474	4/24/19
<b>TOTAL</b>		<b>\$ 14,354,205</b>	

\* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$512,444, and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$834,413 and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$980,411 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

4. Savings moved from the West Portal Optimization and Crossover Activation project to the operational Expanded Service on Line 29-Sunset project. As this is not eligible under the TPI program, the minimum amount set-aside for SFMTA TPI funds programmed through LCTOP will be reduced by this amount.

5. This project is not considered eligible for the TPI category but will count toward VTA's minimum set-aside. VTA has committed a like amount of local funds to the Eastridge to BART Regional Connector, which is TPI eligible, as a replacement project



Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C  
 05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C  
 06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C  
 07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED  
 6/22/22-C 10/26/22-C 10/26/22-ED 3/22/23-C  
 3/22/23-ED 3/27/24-C

# **FY 2019-20 Low Carbon Transit Operations Program Requests**

Based on State Controller's Office Letter dated 2/14/2020

Agency	Project(s)	FY 2019-20 LCTOP Population-Based Funding	Date
CCCTA	Martinez Amtrak to BART III	\$ 215,710	3/25/20
CCCTA	Free Fares for Routes 11, 14, and 16 serving the Monument Corridor	\$ 748,023	3/25/20
ECCTA	Maintenance Facility Upgrades for Fuel Cell Electric Buses	\$ 582,076	3/25/20
LAVTA	Purchase four (4) Zero-Emission Replacement Buses and Related Support Infrastructure	\$ 398,439	3/25/20
NVTA	NVTA Zero Emissions Bus	\$ 274,736	3/25/20
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 139,526	3/25/20
WCCTA	Spare the Fare - Free Rides on Spare the Air Days	\$ 128,498	3/25/20
GGBHTD <sup>1</sup>	Golden Gate High Speed Ferry Vessel Acquisition	\$ 304,638	3/25/20
Marin Transit <sup>1</sup>	Purchase four 40ft Electric Transit Vehicles	\$ 203,600	3/25/20
City of Fairfield <sup>2</sup>	Electric Infrastructure Upgrade, Phase 1	\$ 231,718	3/25/20
Solano County Transit <sup>2</sup>	Electrical Infrastructure for Charging All-Electric Buses	\$ 595,846	3/25/20
City of Petaluma <sup>3</sup>	Purchase One Replacement Zero-Emission Bus	\$ 120,890	3/25/20
City of Santa Rosa <sup>3</sup>	Maintain Increased Frequency on Routes 1 and 2	\$ 341,082	3/25/20
Sonoma County Transit <sup>3</sup>	Electric Bus Purchase	\$ 510,392	3/25/20
<b>North Counties / Small Operators Subtotal</b>		<b>\$ 4,795,174</b>	
MTC	Discount Fare Subsidy for BART, Caltrain, GGBHTD, and SFMTA, Regional Means-Based Transit Fare Pilot	\$ 4,720,738	3/25/20
NVTA	Imola Park and Ride and Express Bus Stop Improvements	\$ 1,052,102	3/25/20
ECCTA	Wi-Fi for Bus and Paratransit Rider Connectivity	\$ 340,505	3/25/20
SFMTA	27 Bryant Tenderloin Transit Reliability Project	\$ 3,328,131	3/25/20
<b>TOTAL</b>		<b>\$ 14,236,650</b>	

\* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$508,238 and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$827,564 and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$972,364 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C  
 05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C  
 06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C  
 07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED  
 6/22/22-C 10/26/22-C 10/26/22-ED 3/22/23-C  
 3/22/23-ED 3/27/24-C

# **FY 2020-21 Low Carbon Transit Operations Program Requests**

Based on State Controller's Office Letter dated 2/26/2021

Agency	Project(s)	FY 2020-21 LCTOP Population-Based Funding	Date
CCCTA	Martinez Amtrak to BART IV	\$ 215,710	3/24/21
CCCTA	Free Fares for Routes 11, 14, and 16 Serving the Monument Corridor	\$ 52,845	10/26/22
CCCTA	Free Fares for Routes Serving the Monument Corridor	\$ 273,983	10/26/22
ECCTA	Install EV Bus Chargers	\$ 105,780	3/24/21
ECCTA	Maintenance Facility Upgrades for Fuel Cell Electric Buses	\$ 221,902	12/15/21
LAVTA	Restart Operations for School-Serving Routes	\$ 224,303	3/24/21
NVTA	NVTA Zero Emission Bus Electrification	\$ 154,664	3/24/21
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 78,547	3/24/21
WCCTA	Spare the Fare - Free Rides on Spare the Air Days	\$ 72,338	3/24/21
GGBHTD <sup>1</sup>	Golden Gate High Speed Ferry Vessel Acquisition	\$ 161,769	3/24/21
Marin Transit <sup>1</sup>	Purchase Four 40ft Electric Transit Vehicles	\$ 114,217	3/24/21
SMART <sup>1</sup>	Restart Operations on SMART	\$ 10,129	3/24/21
Solano County Transit <sup>2</sup>	SolTrans Electrification Project	\$ 465,881	3/24/21
City of Petaluma <sup>3</sup>	Purchase Four Zero-Emission Replacement Buses	\$ 68,703	3/24/21
City of Santa Rosa <sup>3</sup>	Electric Bus Purchase	\$ 192,793	3/24/21
Sonoma County Transit <sup>3</sup>	Electric Buses	\$ 285,901	3/24/21
<b>North Counties / Small Operators Subtotal</b>		<b>\$ 2,699,465</b>	
MTC	Regional Means-Based Transit Fare Pilot	\$ 2,657,562	3/24/21
SFMTA	5 Fulton: Arguello to 25th Ave Muni Forward	\$ 1,219,864	3/24/21
AC Transit	AC Transit Quick Build Transit Lanes	\$ 697,065	3/24/21
VTA	Eastridge to BART Regional Connector	\$ 740,632	3/24/21
<b>TOTAL</b>		<b>\$ 8,014,588</b>	

\* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$286,115 and distributed between Marin Transit, GGBHTD, and SMART as noted.

2. Solano County received \$465,881 and distributed to Solano County Transit as noted.

3. Sonoma County received \$547,397 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C  
 05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C  
 06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C  
 07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED  
 6/22/22-C 10/26/22-C 10/26/22-ED 3/22/23-C  
 3/22/23-ED 3/27/24-C

## FY 2021-22 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/18/2022

Agency	Project(s)	FY 2021-22 LCTOP Population-Based Funding	Date
CCCTA	Martinez to Amtrak BART	\$ 600,619	3/23/22
CCCTA	Free Fares for Routes Serving the Monument Corridor	\$ 669,333	3/23/22
ECCTA	Inductive Charging Infrastructure	\$ 767,026	3/23/22
LAVTA	Rapid Service Restoration	\$ 525,040	3/23/22
NVTA	Zero Emission Bus Procurement Project	\$ 362,031	3/23/22
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 183,859	3/23/22
WCCTA	System-wide Free Fares for Western Contra Costa Residents	\$ 169,327	3/23/22
GGBHTD <sup>1</sup>	Golden Gate High Speed Ferry Vessel Acquisition	\$ 364,197	3/23/22
Marin Transit <sup>1</sup>	Purchase Electric Paratransit Vehicle & Charging Infrastructure	\$ 276,865	3/23/22
SMART <sup>1</sup>	Restart Transit Operations on SMART	\$ 28,664	3/23/22
Solano County Transit <sup>2</sup>	Solano Express Electrification	\$ 1,090,516	3/23/22
City of Petaluma <sup>3</sup>	Zero Emission Replacement Bus	\$ 161,695	3/23/22
City of Santa Rosa <sup>3</sup>	Electric Bus Purchase	\$ 454,387	3/23/22
Sonoma County Transit <sup>3</sup>	Purchase one 35' Battery Electric Transit Bus	\$ 665,243	3/23/22
<b>North Counties / Small Operators Subtotal</b>		<b>\$ 6,318,802</b>	
MTC	Regional Means-Based Transit Fare Pilot	\$ 1,620,716	6/22/22
SamTrans	Battery/Electric Buses and Charging Infrastructure <sup>4</sup>	\$ 4,600,000	10/26/22
SFMTA	29 Sunset Muni Forward Phase 1	\$ 2,855,411	3/23/22
AC Transit	Mission Boulevard Corridor TSP Project	\$ 1,631,663	3/23/22
VTA	Eastridge to BART Regional Connector	\$ 1,733,642	3/23/22
<b>TOTAL</b>		<b>\$ 18,760,234</b>	

\* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$669,726 and distributed between Marin Transit, GGBHTD, and SMART as noted.

2. Solano County received \$1,090,516 and distributed to Solano County Transit as noted.

3. Sonoma County received \$1,281,325 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

4. MTC Regional Means-Based Transit Fare Pilot funds were reprogrammed to SamTrans as part of the ROW repayment to Caltrain.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C  
 05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C  
 06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C  
 07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED  
 6/22/22-C 10/26/22-C 10/26/22-ED 3/22/23-C  
 3/22/23-ED 3/27/24-C

## FY 2022-23 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 3/01/2023

Agency	Project(s)	FY 2022-23 LCTOP Population-Based Funding	Date
CCCTA	Martinez Amtrak to BART	\$ 611,179	3/22/23
CCCTA	Free Fares for Routes Serving the Monument Corridor	\$ 653,933	3/22/23
ECCTA	Hydrogen Fueling Station	\$ 764,103	3/22/23
LAVTA	Atlantis Hydrogen Fueling Station	\$ 523,039	3/22/23
NVTA	NVTA Zero Emission Bus Procurement	\$ 360,651	3/22/23
Union City	Union City Flea Microtransit Service Expansion	\$ 183,158	3/22/23
WCCTA	WestCAT Zero-Emission Bus Purchase	\$ 168,682	3/22/23
GGBHTD <sup>1</sup>	MV Del Norte Replacement Project	\$ 244,210	3/22/23
Marin Transit <sup>1</sup>	ZEB Charging Infrastructure and Solar Microgrid	\$ 409,195	3/22/23
SMART <sup>1</sup>	Restart Transit Operations on SMART	\$ 13,769	3/22/23
Suisun City <sup>2</sup>	Charging Stations at the Suisun Mobility Hub	\$ 200,000	3/22/23
City of Fairfield <sup>2</sup>	Fairfield Electrification Infrastructure	\$ 674,510	3/22/23
Solano County Transit <sup>2</sup>	SolTrans Electrification Infrastructure	\$ 403,809	3/22/23
City of Petaluma <sup>3</sup>	Zero Emission Replacement Bus Purchase	\$ 155,968	3/22/23
City of Santa Rosa <sup>3</sup>	Electric Bus Purchase	\$ 465,102	3/22/23
Sonoma County Transit <sup>3</sup>	Purchase One 35-Foot Battery Electric Bus	\$ 655,372	3/22/23
<b>North Counties / Small Operators Subtotal</b>		<b>\$ 6,486,680</b>	
MTC	Next Generation Clipper Operations	\$ 6,197,008	3/22/23
SFMTA	Next Generation Transit Lane and Bus Zone Enforcement Pilot Program	\$ 2,544,132	3/22/23
AC Transit	MacDonald Avenue Transit Signal Priority Project Phase I	\$ 1,262,566	3/22/23
VTA	Transit Reliability Improvement and Performance System (TRIPS)	\$ 2,390,310	3/22/23
<b>TOTAL</b>		<b>\$ 18,880,696</b>	

\* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$667,174 and distributed between Marin Transit, GGBHTD, and SMART as noted.
2. Solano County received \$1,086,360 and distributed to Suisun City, City of Fairfield, and Solano County Transit as noted.
3. Sonoma County received \$1,276,442 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C

07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED

6/22/22-C 10/26/22-C 10/26/22-ED 3/22/23-C

3/22/23-ED 3/27/24-C

## FY 2023-24 Low Carbon Transit Operations Program Requests

Estimates to be updated based on State Controller's Office Letter

Agency	Project(s)	FY 2023-24 LCTOP Population-Based Funding	Date
CCCTA	Martinez Amtrak to BART	\$ 506,072	3/27/24
CCCTA	Free Fares for Routes Serving the Monument Corridor	\$ 899,928	3/27/24
ECCTA	Hydrogen Fueling Station	\$ 849,000	3/27/24
LAVTA	Atlantis Facility Construction	\$ 581,000	3/27/24
NVTA	NVTA Zero Emission Bus Procurement	\$ 400,000	3/27/24
Union City	Union City Flea Microtransit Expansion of Service	\$ 203,000	3/27/24
WCCTA	WestCAT Zero-Emission Bus Purchase	\$ 187,000	3/27/24
GGBHTD <sup>1</sup>	MV Del Norte Replacement Project	\$ 280,320	3/27/24
Marin Transit <sup>1</sup>	Local Match for Four Zero Emission Vehicles in FY2027	\$ 436,523	3/27/24
SMART <sup>1</sup>	SMART Transit Operations	\$ 24,157	3/27/24
Solano Transportation Authority for Suisun City <sup>2</sup>	Suisun Mobility Hub	\$ 77,864	3/27/24
City of Fairfield <sup>2</sup>	Fairfield Electrification Infrastructure	\$ 674,510	3/27/24
Solano County Transit <sup>2</sup>	SolTrans Electrification Infrastructure	\$ 403,809	3/27/24
Solano Transportation Authority for Solano County <sup>2</sup>	Solano 360 Electrification Infrastructure	\$ 50,817	3/28/24
City of Petaluma <sup>3</sup>	Zero Emission Replacement Bus Purchase	\$ 172,948	3/27/24
City of Santa Rosa <sup>3</sup>	Electric Bus Purchase	\$ 517,538	3/27/24
Sonoma County Transit <sup>3</sup>	40-Foot Electric Bus Purchase	\$ 727,514	3/27/24
<b>North Counties / Small Operators Subtotal</b>		<b>\$ 6,992,000</b>	
MTC	Next Generation Clipper Operations	\$ 6,888,000	3/27/24
SFMTA	Cloud-Based TSP	\$ 3,161,000	3/27/24
AC Transit	Cutting Boulevard Project	\$ 1,807,000	3/27/24
VTA	Senter Road Bus Boarding Islands and Bulb Outs Project	\$ 1,920,000	3/27/24
<b>TOTAL</b>		<b>\$ 20,768,000</b>	

\* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$741,000 and distributed between Marin Transit, GGBHTD, and SMART as noted.

2. Solano County received \$1,207,000 and distributed to Solano Transportation Authority (in collaboration with Suisun City and Solano County), City of Fairfield, and Solano County Transit as noted.

3. Sonoma County received \$1,418,000 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 28, 2018  
W.I.: 1515  
Referred by: PAC

Attachment B  
MTC Resolution No. 4273  
Page 1 of 1

Transit Performance Initiative Project Savings Policy

The following policy is adopted for projects funded through the Transit Performance Initiative Investment Program, including those projects funded with federal STP/CMAQ funds and Low Carbon Transit Operations Program funds:

*Savings following project completion may be used to expand the scope of the project, if the expanded scope provides additional quantifiable benefits to the original transit corridor. The expanded scope must be approved by MTC staff prior to expenditure. All other project savings will be returned to MTC proportionally.*

Staff will update the Commission on any such actions through the semi-annual Transit Performance Initiative updates.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	24-0267	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Commission Approval	
<b>File created:</b>	2/1/2024	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	3/13/2024	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution No. 4633. Adoption of the 2025 Regional Active Transportation Program (ATP) Cycle 7 Guidelines.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">3a 24-0267 Summary Sheet ATP MTC Resolution 4633.pdf</a> <a href="#">3a 24-0267 Attachment 1 2025 Statewide ATP Changes.pdf</a> <a href="#">3a 24-0267 Attachment 2 2024 Regional ATP Changes.pdf</a> <a href="#">3a 24-0267 Attachment 3 MTC Resolution No 4633.pdf</a>				

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

MTC Resolution No. 4633. Adoption of the 2025 Regional Active Transportation Program (ATP) Cycle 7 Guidelines.

### Presenter:

Karl Anderson

### Recommended Action:

Commission Approval

**Attachments:** List any attachments.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**March 13, 2024**

**Agenda Item 3a- 24-0267**

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**MTC Resolution No. 4633**

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**Subject:**

Adoption of the 2025 Regional Active Transportation Program (ATP) Cycle 7 Guidelines.

**Background:**

The State established the ATP in September 2013. ATP funding is distributed with 50% to the state for a statewide competitive program; 10% to the small urban and rural area competitive program to be managed by the state; and 40% to the large urbanized area competitive program, with funding distributed by population to and managed by the ten largest Metropolitan Planning Organizations (“Regional ATP”).

MTC is responsible for developing the guidelines for the Regional ATP, and for recommending proposed projects to the California Transportation Commission (CTC) for adoption. Resolution No. 4633 establishes MTC's policies, procedures, and project selection criteria for the Cycle 7 Regional ATP. Staff expects approximately \$49 million in new funding available for MTC to program as part of the regional ATP over four years, FY 2025-26 through FY 2028-29.

**MTC Guidelines and Procedures – Proposed Changes**

CTC staff has proposed minimal changes to the Statewide Guidelines to maintain a consistent application process from the previous cycle. MTC’s Regional ATP Guidelines are based on CTC's draft ATP Guidelines, scheduled for adoption on March 21, 2024. To maintain consistency with the CTC’s statewide guidelines, MTC staff does not propose any significant changes to the regional guidelines or eligibility criteria for applicants.

However, staff does recommend no longer conducting a separate state application evaluation scoring panel for regional program awards. Based on lessons learned and valuable feedback from partners over the last few cycles, as well as greater confidence in the state scoring process, staff recommends using the scores provided by the state's evaluation process for the state application to serve as the baseline for project awards within our regional program. MTC staff will continue



to score the supplemental questions that are part of the regional supplemental application form. The additional resources gained by this change will allow MTC to provide more targeted assistance for applicants in the ATP technical assistance program and eliminate any potential conflicts of interest in the application scoring process.

A summary of the changes to the Statewide Guidelines is in Attachment 1, and Attachment 2 highlights the differences between MTC's Regional Guidelines and the draft Statewide ATP Guidelines.

### **MTC Application Technical Assistance Program**

MTC created an ATP application technical assistance program in 2020 to improve the quality and overall competitiveness of applications from the region in the statewide ATP. Staff and the selected consultant provided application technical assistance for ATP Cycles 5 and 6, and in 2022, via Executive Director delegated authority, MTC elected to continue the ATP technical assistance program for ATP Cycles 7 and 8.

Prior to the call for interest issued in August, staff generated interest in ATP application assistance through email blasts, direct coordination with CTAs, and by leading working groups throughout the summer and fall of 2023. Throughout this engagement, staff noted that ATP technical assistance would be prioritized for projects with the best prospects for scoring well in the state ATP evaluation, strong connections to regional priorities, significant benefits to disadvantaged communities, and submitted by agencies that have been unsuccessful in previous ATP cycles. Staff selected eighteen projects based on these criteria, as well as overall ATP project competitiveness. Staff expect this additional assistance will improve the quality and overall competitiveness of applications from the region.

### **Schedule**

Staff will submit these guidelines to the CTC for approval following Commission adoption. Upon CTC approval of MTC's Regional ATP Guidelines, expected in March 2024, MTC will issue a call for projects for the regional program, concurrent with the call for projects for the statewide program. Applications for the Regional ATP are due to MTC by June 17, 2024, which is the same due date as the Statewide Competitive ATP. MTC staff will recommend

programming projects from the regional ATP in early 2025 via an amendment to MTC Resolution No. 4633.

### **Other Considerations**

Staff recommends continuing to award points to projects within a jurisdiction with an adopted Vision Zero or Bike and Pedestrian Safety Policy and to projects identified in an approved Community-Based Transportation Plan (CBTP). The inclusion of these points encourages sponsors to apply for projects that advance the equity and safety goals of *Plan Bay Area 2050*. Staff also recommends that the regional guidelines maintain consistency with the adopted One Bay Area Grant (OBAG 3) Program framework, specifically, for cities and counties to:

- Complete a Local Road Safety Plan (LRSP) or equivalent safety plan. Jurisdictions must have a LRSP or equivalent safety plan in place to be eligible for regional ATP funding.
- Adopt and achieve certification of their 6th Regional Housing Needs Allocation (RHNA) cycle (2023-31) Housing Element by the California Department of Housing and Community Development (HCD) by December 31, 2024. This deadline is consistent with the Housing Element certification grace period approved by the Commission in December 2023. As of writing, 60% (66 out of 109) of Bay Area jurisdictions have received HCD approval of their Housing Elements. In addition, MTC staff estimate that more than half of the region's jurisdictions will need to complete rezoning in order to achieve or maintain certification of their adopted Housing Elements. Jurisdictions must have achieved, and maintained, certification of their Housing element by December 31, 2024 to be eligible for regional ATP funding.

Jurisdictions must have an adopted LSRP or equivalent safety plan in place already, and a certified general plan housing element by the extended deadline of December 2024; otherwise, they will be ineligible for regional ATP funding. Further, MTC recently completed the Regional Active Transportation Plan and updated MTC's Complete Streets Policy in March 2022. The regional ATP Cycle 7 guidelines align with the Regional Active Transportation Plan and are consistent with the recently updated Complete Streets Policy, MTC Resolution No. 4493.

Finally, staff notes that Regional Measure 3 (RM3), approved by voters in 2018, includes \$150 million for Safe Routes to Transit and Bay Trail (SR2T/BT) projects. These RM3 funds could

complement ATP projects and allow the region to further advance active transportation goals. Staff is currently proceeding with public outreach on the RM3 SR2T/BT program and expects to bring program guidelines to this Committee this spring.

**Issues:**

**Potential Fund Estimate Reduction**

The Governor's January state budget proposal for FY 2024-25 currently includes a \$200 million reduction to the ATP. If the legislature approves the FY 2024-25 budget with this reduction, the CTC will decrease programming capacity for Cycle 7, and potentially ATP Cycle 8. If necessary, further discussions with CTC staff and other program partners will take place after the legislature approves the budget this June.

**Recommendations:**


1. Refer MTC Resolution No. 4633 to the Commission for approval.
2. Direct staff to submit MTC's Regional ATP Guidelines to the California Transportation Commission.
3. Authorize a call for projects consistent with the guidelines upon CTC's approval of MTC's Regional ATP Guidelines.

**Attachments:**

Attachment 1: Highlighted 2025 Statewide ATP Guideline Changes

Attachment 2: Highlighted 2025 Regional ATP Guideline Changes

Attachment 3: MTC Resolution No. 4633



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Andrew B. Fremier

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**Attachment 1: Highlighted 2025 Statewide ATP Guideline Changes**

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The California Transportation Commission (CTC) proposes the following major changes to the 2025 (Cycle 7) Statewide ATP Guidelines, scheduled for adoption in March 2024.

**New Online Application Format**

The CTC will implement a new online application format that will simplify the application process for applicants, provide a platform to house all application guidance and resources, and streamline the evaluation process for CTC staff and volunteer evaluators.

**Additional Disadvantaged Communities (DACs) Definitions**

The CTC is expanding the number of metrics that applicants can use to qualify as a disadvantaged community (DAC). The project applicant will now be able to use the new federal Climate and Economic Justice Screening Tool and the United States Department of Transportation Equitable Transportation Community Explorer tool, in addition to the five approved metrics (median household income, CalEnviroScreen, Healthy Places Index, National School Lunch Program, or Tribal Land criteria). Applicants can still submit another means of qualifying as a disadvantaged community (such as a Regional DAC Definition) in the “Other” category. The Statewide Guidelines continue to list regional definitions that are adopted as a part of a regular 4-year cycle of a Regional Transportation Plan/ Sustainable Communities Strategy and used for broader planning purposes beyond the ATP as an allowed disadvantaged community metric. If an applicant chooses to use MTC’s Equity Priority Communities or any other metric to be eligible instead of the other approved DAC categories, their application will only score a maximum of 1 point of three for the “severity” portion of the DAC question. The maximum points available for the DAC question is 10 points.

**Anti-displacement Resources for Applicants**

Project sponsors must cite strategies to reduce any potential displacement from Active Transportation Program investments in disadvantaged communities. Sponsor’s responses varied in detail, and as a result, CTC staff is developing a new appendix with guidance on anti-displacement policies and strategies to assist applicants in responding to the disadvantaged community benefits question.

### **Maintained Project Size Thresholds**

CTC staff will maintain the five different application types available for applicants to complete depending on the project type and size. The applicant must complete the application appropriate for their project. The five application categories are:

- Large Project, Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of greater than \$10 million will be considered a Large Project and must use the Large Project application. Any project requesting over \$10 million in ATP funding will require an onsite field review with Caltrans and CTC staff. (The previous cost threshold for Large projects was total project cost greater than \$7 million)
- Medium Project, Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost between \$3.5 million to \$10 million will be considered a Medium Project and must use the Medium Project application. (The previous cost threshold for Medium projects was total project cost greater than \$2 million and less than \$7 million)
- Small Project, Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost less than \$3.5 million will be considered a Small Project and must use the Small Project application. (The previous cost threshold for Small projects was total project cost less than \$2 million)
- Non-infrastructure Only.
- Plan (such as preparing an Active Transportation Plan).

### **Maintained Points for Leveraging Funds**

The CTC will continue to only consider funds that are not allocated by the Commission on a project-specific basis as eligible for leveraging points in the medium and large project applications, with the exception of State Transportation Improvement Program (STIP) funding.

### **Phase III of the Quick-Build Pilot Program**

The CTC maintained the Quick Build Pilot Program for this cycle and will fund up to \$7 million for quick build projects. The pilot program aims to provide opportunities for cities to test and implement relatively inexpensive safety measures that address active transportation needs quickly, before committing to more expensive solutions. The CTC did not award any funds to projects that applied in Phase II and worked to provide more clarity to the quick build program as a part of the guidelines development process. MTC staff will continue to work with the CTC to evaluate the pilot program and to include quick-build funding in future ATP cycles permanently.

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**Attachment 2: Highlighted 2025 Regional ATP Guideline Changes**

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**Proposed Regional ATP Guidelines**

MTC will follow the State Competitive ATP Guidelines, with the main differences from the Statewide ATP Guidelines as noted below:

1. Maintain the additional screening criteria to require that jurisdictions receiving funds in future regional ATP cycles have an approved Housing Element, an approved Local Road Safety Plan (LRSP), and are consistent with MTC's Complete Streets Policy, as required by the One Bay Area Grant Program (OBAG 3). Jurisdictions have until the extended deadline of December 31, 2024 to have an approved Housing Element.
2. Maintain additional screening criteria focused on transit agency coordination.
3. Maintain additional evaluation criteria, as follows:
  - a. Consistency with Regional Priorities and Planning Efforts (such as the Regional Active Transportation Plan Bike and Pedestrian Network and the Bay Trail build-out and gap closures, and multi-jurisdictional projects, construction only requests). **Up to 7 points**, to be scored by MTC Staff.
  - b. Completion of Approved Environmental Document. Met by proof of an approved environmental document and does not apply to planning activities or stand-alone non-infrastructure projects. **0 or 3 points**.
  - c. Countywide Plans/Goals Consistency. Met by Bay Area County Transportation Agency determination of consistency with countywide plans and/or goals. Inconsistent projects will receive a 2 point penalty. **0 or -2 point**.
  - d. Deliverability. MTC staff will review the project's proposed schedule for deliverability. Projects deemed undeliverable or that have significant delivery risks will receive a 5 point penalty. **0 or -5 points**.
  - e. Consistency with Community-Based Transportation Plan (CBTP). Additional points in the Disadvantaged Communities portion of the Statewide Application for projects identified in an approved CBTP. **See item 4 below**.

- f. Consistency with Vision Zero Policy & Bike and Pedestrian Safety Policy or Plan. Additional points in the Disadvantaged Communities portion of the Statewide Application for projects within a jurisdiction with an adopted Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan. **See item 4 below.**
- 4. Maintain the revised Disadvantaged Communities portion of the Statewide Application as follows:
  - a. Assign the statewide score value for Disadvantaged Communities to 60% of the statewide value (maximum 10 points reduced to 6 points), with 20% of the remaining statewide value awarded to projects within a jurisdiction with an adopted Vision Zero or Bike and Pedestrian Safety Policy or Plan, and 20% for projects identified in an approved CBTP. Proof of CBTP and Safety Policy or Plan consistency must be provided in the supplemental regional application.
  - b. Use MTC's Equity Priority Communities definition to meet the 25% requirement for projects benefiting "Disadvantaged Communities," rather than other measures prescribed by CTC (such as median household income, Cal-Enviro-Screen, Healthy Places Index, Climate and Economic Justice Screening Tool, DOT's Equitable Transportation Community Explorer tool, tribal lands, and percent of subsidized school lunches), as allowed by state guidelines.
- 5. Maintain an 11.47% match requirement, with match waivers for projects benefiting an Equity Priority Community, stand-alone non-infrastructure projects, and safe routes to school projects. Also, MTC will waive local match for construction if pre-construction phases are funded entirely with non-federal and non-ATP funds.
- 6. Maintain the provision requiring applicants requesting more than \$10 million to provide a scalability plan for their project.
  - a. If an ATP application request is larger than \$10 million, the applicant must provide evidence that the project can be scaled or segmented and deliver commensurate benefits. A smaller segment of the project may be selected for funding if there is not enough funding available for the full request.



7. Maintain a contingency project list.

- a. MTC will continue to adopt a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the current Cycle 7 Regional ATP that occur prior to the adoption of Cycle 8. This will ensure that MTC will fully program all regional ATP funds and minimize the loss of ATP funds to the region.

In addition to the above, all projects in the Regional ATP must comply with regional policies, including MTC Resolution No. 3606 regional delivery deadlines, and must submit a resolution of local support for all selected projects by April 1, 2025.

### **Funding Amount**

The statewide competitive portion of the ATP provides \$284 million over four years, FY2025-26 through FY2028-29. MTC's large urbanized area share of the ATP is expected to provide \$49 million in new funding to the nine-county MTC region.

### **Schedule**

The current estimated schedule for ATP Cycle 7 is below.

**Table 1: ATP Development Schedule (Subject to Change)**

<b>Milestone</b>	<b>Statewide ATP</b>	<b>Regional ATP</b>
MTC Guideline Adoption	N/A	March 27, 2024
CTC Guideline Approval	March 21, 2024	March 21, 2024
Call for Projects	March 21, 2024	March 21, 2024
Application Due Date	June 17, 2024	June 17, 2024
Staff Recommendations	November 2024	January 2, 2025
MTC Adoption	N/A	January 22, 2025
CTC Approval	December 5, 2024	March 19, 2025

## **Application and Evaluation**

MTC staff will prepare a supplemental application form for projects competing for the Regional ATP. The base application will remain the statewide application to avoid duplication. Staff will use the state scores provided by the state's evaluation committee for the state application to serve as the baseline for project awards within MTC's regional program. A multi-disciplinary team of MTC staff will score the regional supplemental questions. The state and regional supplemental scores will be combined and applications will be ranked from highest to lowest to determine regional program awards.

## **Programming in the Transportation Improvement Program**

Project sponsors shall add the projects into the TIP following CTC approval of the Regional ATP program in March 2025, but no later than June 2025.

## **ATP Contact**

For additional information, visit the State ATP website (<https://catc.ca.gov/programs/active-transportation-program>) or MTC's ATP website (<http://mtc.ca.gov/atp>).

Date: March 27, 2024  
W.I.: 1515  
Referred by: PAC

ABSTRACT

Resolution No. 4633

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 7 Guidelines for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 99 and Assembly Bill 101.

This resolution includes the following attachments:

- Attachment A – Guidelines: Policies, Procedures, and Project Selection Criteria
- Attachment B – 2025 Regional ATP Program of Projects

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated March 13, 2024.

Date: March 27, 2024  
W.I.: 1515  
Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP) Cycle 7 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4633

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

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC 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 federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/Regional Transportation Planning Agency (RTPA) of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the California State Legislature passed and the Governor signed into law Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), establishing the Active Transportation Program (ATP); and

WHEREAS, MTC adopts, pursuant to Streets and Highways Code Section 2381(a)(1), an Active Transportation Program of Projects using a competitive process consistent with guidelines adopted by the California Transportation Commission (CTC) pursuant to Streets and Highways Code Section 2382(a), that is submitted to the CTC and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with CTC, Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide

transportation planning agencies, and local governments, guidelines to be used in the development of the ATP; and

WHEREAS, MTC will use state evaluation scores for the statewide application portion, and will assemble a multi-disciplinary evaluation panel to evaluate the regional supplemental application portion, to recommend candidate ATP projects for MTC inclusion in the Active Transportation Program of Projects; and

WHEREAS, the ATP is subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the guidelines to be used in the evaluation of candidate projects for inclusion in the ATP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC approves the Active Transportation Program of Projects, as set forth in Attachment B of this resolution, and be it further

RESOLVED that the Executive Director or designee can make technical adjustments and other non-substantial revisions; and be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on March 27, 2024.

Date: March 27, 2024  
W.I.: 1515  
Referred by: PAC

Attachment A  
Resolution No. 4633  
Page 1 of 14

# **2025 Regional Active Transportation Program (ATP)**

**Cycle 7**

**Guidelines**

**March 27, 2024**

**MTC Resolution No. 4633  
Attachment A**

**Metropolitan Transportation Commission  
Funding Policy and Programs Section  
<http://mtc.ca.gov/funding>**

## **2025 Regional Active Transportation Program (ATP) Cycle 7 Guidelines Table of Contents**

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## **2025 Regional Active Transportation Program Cycle 7 Guidelines**

### **Background**

In September 2013, the Governor signed Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 254, Statutes 2013) into law, creating the Active Transportation Program (ATP). The State envisions the ATP to consolidate several other funding sources intended to promote active transportation, such as the Bicycle Transportation Account and Transportation Alternatives Program, into a single program.

State and federal law segregate ATP funds into three main components, distributed as follows:

- 50% to the state for a statewide competitive program
- 10% to the small urban and rural area competitive program to be managed by the state
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (MPO) – hereinafter referred to as the “Regional Active Transportation Program”

The California Transportation Commission (CTC) developed guidelines for the Cycle 7 ATP which were adopted on March 21, 2024. The CTC Guidelines lay out the programming policies, procedures, and project selection criteria for the statewide competitive program, as well as for the small urban/rural and large MPO regional competitive programs. Large MPOs, such as MTC, have the option of developing regional policies, procedures, and project selection criteria that differ from those adopted by CTC, provided CTC approves the regional guidelines.

This document serves as MTC’s Cycle 7 Regional ATP Guidelines that substantially follow those of the CTC, but include some differences based on the region’s existing policies and priorities.

### **Development Principles**

The following principles will frame the development of MTC’s Regional ATP.

- MTC will work with CTC staff, Caltrans, Bay Area County Transportation Agencies (CTAs), transit operators, regional Active Transportation Working Group, and interested partners to develop the Regional Active Transportation Program.
- ATP investments must advance the objectives of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS).
- MTC will exceed the State’s 25% minimum programming requirement to projects benefiting disadvantaged communities.
- MTC will continue to work with Caltrans, CTAs, transit operators, and project sponsors to seek efficiencies and streamlining for delivering projects in the federal-aid process.
- MTC will continue to advocate that all project savings and un-programmed balances remain in the regional programs, consistent with federal guidance on the Surface Transportation Block Grant (STBG) Transportation Alternatives set-aside.
- MTC will not penalize project applicants for previous project delivery issues outside of the sponsor’s control.



### **CTC Guidelines**

The CTC Statewide ATP Guidelines were adopted on March 21, 2024, and are available at <https://catc.ca.gov/programs/active-transportation-program>. The approved CTC Guidelines for the Active Transportation Program, as posted on the CTC website, are incorporated in MTC's Regional ATP Guidelines via this reference. All project sponsors are required to follow both the MTC and CTC ATP Guidelines in the development and implementation of the Regional ATP.

### **ATP Development Schedule**

The development of the ATP will follow the schedule outlined in Appendix A-1 of this guidance, which is subject to change.

### **ATP Regional Shares**

Appendix A-2 of this guidance provides the MTC regional shares for Cycle 7 of ATP funding (FY 2025-26 through FY 2028-29), consistent with the ATP Fund Estimate scheduled for adoption by the CTC. Appendix A-2 also includes the State's 25% minimum programming requirement to projects benefiting disadvantaged communities.

### **Public Involvement Process**

In developing the ATP, MTC is committed to a broad, inclusive public involvement process consistent with MTC's Public Participation Plan, available at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

### **ATP Projects in the Transportation Improvement Program (TIP)**

Consistent with state and federal requirements, ATP funded projects must be programmed in the TIP before seeking a CTC allocation. Selected projects must complete and submit a Fund Management System (FMS) application by June 1, 2025, to be included in the TIP. In addition, MTC requires that a federal Request for Authorization (RFA) be submitted simultaneously with the ATP allocation request to Caltrans and CTC when the ATP project includes federal funds. Unless a state-only funding exception is granted, ATP funds will contain federal funds. Therefore, projects must receive a CTC allocation and a federal authorization to proceed before the expenditure of eligible costs or contract advertisement.

### **Deviations from Statewide Policies**

Below are MTC-region specific policies as they apply to the Regional Active Transportation Program. These policies differ from CTC's Guidelines.

#### **1. Application Process and Additional Regional Screening/Evaluation Criteria**

MTC elects to hold a separate call for projects for the Regional Active Transportation Program and has additional evaluation and screening criteria. Further information on these changes, as well as instructions for the application process, are detailed later in this guidance.

Project sponsors may apply to the State ATP program alone or to the State and Regional ATP programs concurrently. Sponsors applying to the State ATP program, the Regional ATP program, or both must submit a copy of their state application to MTC. To be considered for the regional program, including consideration if unsuccessful in the statewide program, applicants must meet all regional requirements and submit a regional application by the application deadline.

## **2. Definition, Evaluation, and Funding Minimum for Disadvantaged Communities**

### *Definition*

The MTC region has already adopted a measure to define Disadvantaged Communities (DACs) known as "Equity Priority Communities". MTC updated the Equity Priority Communities (EPCs) definition in 2020 as a part of *Plan Bay Area 2050* Equity Framework. To meet the State's 25% DAC minimum requirement in the Regional ATP, MTC elects to use MTC's EPC definition.

MTC's Equity Priority Communities are defined as those census tracts that have a concentration of both people of color and low-income households, or that have a concentration of 3 or more of the remaining 6 factors below (#3 to #8), but only if they also have a concentration of low-income households. The concentration thresholds for these factors are described below.

<b>Disadvantage Factor</b>	<b>% of Regional Population</b>	<b>Concentration Threshold</b>
1. Minority Population	58%	70%
2. Low Income (<200% of Poverty) Population	21%	28%
3. Limited English Proficiency Population	8%	12%
4. Zero-Vehicle Households	9%	15%
5. Seniors 75 Years and Over	6%	8%
6. People with Disability	10%	12%
7. Single-Parent Families	13%	18%
8. Severely Rent-Burdened Households	10%	14%

Based on this definition, 21% of the region's population is located in Equity Priority Communities. MTC's Equity Priority Communities definition of Disadvantaged Communities meets the State's legislative intent and has already been in use in the MTC region for planning and programming purposes.

Additional discussion of the Equity Priority Communities definition and methodology are included in the *Plan Bay Area 2050* Equity Analysis Report, available online at <https://bayareametro.github.io/Spatial-Analysis-Mapping-Projects/Project-Documentation/Equity-Priority-Communities/>. The last link also includes a static map of the EPC locations. An interactive online map is available at <https://opendata.mtc.ca.gov/datasets/equity-priority-communities-plan-bay-area-2050>.

### *Community-Based Transportation Plans (CBTPs)*

The Community-Based Transportation Planning Program is a collaborative planning process that involves residents in low-income Bay Area communities, community- and faith-based organizations that serve them, transit operators, CTAs, and MTC. Each plan includes locally identified transportation needs, as well as solutions to address them. Each plan reflects the objectives of the program, which are to:

- emphasize community participation in prioritizing transportation needs and identifying potential solutions;
- foster collaboration between local residents, community-based organizations, transit operators, CTAs, and MTC; and
- build community capacity by involving community-based organizations in the planning process.

Project findings are forwarded to applicable local or county-level policy boards, as well as to MTC, for consideration in planning, funding, and implementation discussions.

### *Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan*

Vision Zero is a traffic safety policy that takes an ethical approach toward achieving safety for all road users, setting the goal of zero traffic fatalities or severe injuries. Vision Zero policies maintain that traffic deaths and severe injuries are preventable and focus attention on the shortcomings of the transportation system itself, including the built environment, policies, and technologies that influence behavior. Vision Zero sets the highest level of responsibility on the system designers – transportation planners and engineers, policymakers, police, etc. Each Vision Zero policy contains five core resolutions:

- Traffic deaths and severe injuries are acknowledged to be preventable.
- Human life and health are prioritized within all aspects of transportation systems.
- Acknowledgment that human error is inevitable and transportation systems should be forgiving.
- Safety work should focus on systems-level changes above influencing individual behavior.
- Speed is recognized and prioritized as the fundamental factor in crash severity.

Alternatively, jurisdictions may adopt policies or a plan addressing bicycle and pedestrian safety, in the spirit of Vision Zero.

MTC elects to change the statewide application's scoring point value for Disadvantaged Communities, assigning the value to 60% of the statewide scoring value. Twenty percent of the statewide scoring value will be awarded for projects within a jurisdiction (city or county) with a Vision Zero or Bike and Pedestrian Safety Policy or Plan, and the remaining twenty percent to projects identified in an approved Community-Based Transportation Plan (CBTP). The applicant will provide proof of Vision Zero safety policy or plan adopted by resolution and CBTP consistency in the supplemental regional application.

### **3. Match Requirement**

The CTC Guidelines do not require a match for Statewide ATP project nominations. The CTC Guidelines allow MPOs to define different match requirements for the Regional ATP.

Differing from CTC Guidelines, MTC elects to impose a local match requirement for the regional ATP of 11.47%, with match waivers for projects benefiting Disadvantaged Communities, stand-alone non-infrastructure projects, and safe routes to schools projects. As an added provision, a project sponsor may request the local match requirement be waived for the construction phase of an infrastructure project if the pre-construction phases are entirely funded using non-federal and non-ATP funds. This provision minimizes the number of federalized phases requiring an E-76 through Caltrans Local Assistance.

### **4. Large Funding Requests**

MTC intends to fund a variety of projects across the region. If an ATP application request is larger than \$10 million, the applicant must provide evidence that the project can be scaled or segmented and can deliver commensurate benefits. A smaller segment of the project may be selected for funding if there is not enough funding available for the full request. The applicant will provide an explanation of scalability in the supplemental regional application. MTC will not consider an application requesting more than \$10 million without a scalability strategy.

### **5. Contingency Project List**

MTC will adopt a list of projects for programming the Regional ATP that is financially constrained against the amount of ATP funding available (as identified in the approved ATP Fund Estimate). In addition, MTC will include a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 7 Regional ATP. This list will ensure that MTC will fully program all regional ATP funds and that no ATP funds are lost to the region. The contingency list is valid until the adoption of the next ATP Cycle.

## **Application Process**

### **Project Application**

Upon CTC's concurrence of MTC's Regional ATP Guidelines, MTC will issue a call for projects for the Regional Active Transportation Program. Project sponsors must complete an application for each project proposed for funding in the ATP, consisting of the items included in Appendix A-3 of this guidance. Project sponsors must submit an electronic Project Programming Request (ePPR) form provided by Caltrans for all projects. The ePPR must be submitted electronically in CalSMART. All application materials, in the form of 1 electronic copy must be received by MTC no later than June 17, 2024, to be considered.

### **Additional Project Screening Criteria, Including Deliverability**

In addition to the CTC Guidelines, all projects included in the ATP must meet the following screening criteria.

- A. Prohibition of Multiple Phases in the Same Year.** Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right of way or construction. Therefore, projects may not have more than one phase programmed per fiscal year, except for the design and right of way phases, which may be programmed in the same fiscal year. Exceptions may be made on a case-by-case basis.
- B. Deliverability.** Project sponsors must demonstrate they can meet the delivery timeframe of the Active Transportation Program. Projects that can be delivered (receive a CTC allocation and federal authorization to proceed for federal funds) earlier shall receive priority for funding over other projects. As specified in MTC's Regional Project Delivery Policy (MTC Resolution No. 3606, Revised), sponsors must receive the CTC allocation and receive the federal authorization to proceed (E-76 / federal obligation) for federally funded projects by January 31 of the programmed fiscal year. There are no extensions to these regional delivery deadlines.
- C. One Bay Area Grant (OBAG) 3 Requirements.**
  - a. Consistency with OBAG 3 Housing Element Requirement. Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-2031 Regional Housing Needs Allocation (RHNA) by the extended deadline of December 31, 2024. Jurisdictions without a certified general plan housing element will be ineligible for future regional ATP cycles until they comply. Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year.
  - b. Consistency with OBAG 3 Local Road Safety Plan Policy. To reinforce the region's focus on safety, cities and counties will be required to adopt a Local Road Safety Plan (LRSP) or equivalent safety plan and supply documentation that the jurisdiction(s) in which the projects is located meets the OBAG 3 Local Road Safety Plan Policy by December 31, 2023. Jurisdictions without an adopted LSRP or equivalent safety plan will be ineligible for future regional ATP cycles until they comply.. Jurisdictions OBAG 3 funds may be used to complete an LRSP or equivalent safety plan.
- D. Transit Agency Coordination.** Applicants must demonstrate coordination with affected transit agencies in the supplemental regional application. Evidence of coordination should be in the form of a support letter or other discussion showing coordination with affected transit operators. Projects that do not impact transit operations should indicate "no impact." Otherwise, an application may be disqualified based on a lack of coordination with affected transit operators.

### **Additional Project Evaluation Criteria**

MTC will use the application scores as provided by the CTC, with additional points and criteria for the Regional Active Transportation Program. The additional criteria and point values are:

- **Consistency with Regional Priorities and Planning Efforts. (0 to 7 points)**  
Applicants shall describe the project's consistency with previously-approved regional priorities, and how the project supports *Plan Bay Area 2050*. MTC staff will award points for the degree of the proposed project's consistency with regional priorities, such as:
  - Consistency with *Plan Bay Area 2050* Health and Safety goals & Transportation strategies.
  - Consistency with MTC's Spare the Air Youth & Safe Routes to School Program, making it safer and easier for students and teachers to walk or bike to school.
  - Bay Trail build-out and gap closures
  - Regional active transportation network build-out
  - Gap closures in the regional active transportation network
  - Multi-jurisdictional projects
  - Applications only requesting construction phase funds
  - Demonstration of meeting regional project delivery requirements
  - Prior ATP cycle programming
- **Completion of Approved Environmental Document. (0 or 3 points)**  
While the Active Transportation Program may fund pre-construction phases of projects, including the environmental document phase, the region prefers projects which are environmentally cleared in order to promote certainty in project delivery and project scope. Applicants that provide evidence of an approved environmental document consistent with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) will receive additional points. If requesting state-only funding, only CEQA documentation is required. Evidence may be provided by the following methods:
  - Copy of the approved environmental document cover and executive summary;
  - Link to the approved environmental document available online;
  - Full soft copy of the environmental document provided on the electronic copy of the application;
  - Documentation from Caltrans regarding environmental approval; and/or
  - Other Council/Board action, such as resolutions and/or Planning Department approval of the environmental document.

This provision does not apply to planning activities or stand-alone non-infrastructure projects, which receive the full points to this criterion regardless of environmental status at the time of application. These projects must still follow any applicable CEQA and NEPA requirements to receive ATP funding.
- **Countywide Plans/Goals Consistency Determination. (0 or -2 point)**  
Following the application due date, MTC will share the received applications with the CTAs. The CTAs will review the applications for consistency with adopted countywide transportation plans, active transportation plans, and/or other countywide goals, as

applicable. The CTAs will provide MTC a list of projects determined to be inconsistent with countywide plans and/or goals no later than August 1, 2024. Inconsistent projects will receive a 2 point penalty; consistent projects will be held harmless.

- **Deliverability Determination. (0 or -5 points)**

MTC staff will review each application's project delivery schedule for the ability to meet regional deadlines as described in MTC Resolution No. 3606, Revised. Projects that are deemed unable to allocate ATP funds within the four programming years of Cycle 7 (FY 2025-26 through FY 2028-29) shall receive a 5-point penalty. Projects that are deemed able to be allocated within the four programming years of Cycle 7 will be held harmless.

## **Additional Regional Policies**

### **Title VI Compliance**

Investments made in the ATP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, disability, and national origin in programs and activities receiving federal financial assistance.

### **MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy**

The CTC ATP Guidelines establish timely use of funds and project delivery requirements for ATP projects. Missing critical milestones could result in deletion of the project from the ATP, and a permanent loss of funds to the region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the ATP. While the CTC Guidelines provide some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC is very clear that deadline extensions will be the exception rather than the rule. MTC Resolution No. 3606 details the Regional Project Delivery Policy for regional discretionary funding, which may be more restrictive than the State's delivery policy. All projects in the regional ATP are subject to the Regional Project Delivery Policy (MTC Resolution 3606), including the adoption of a Resolution of Local Support for selected projects by April 1, 2025. For additional information, refer to <http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>.

### **MTC Resolution No. 4493 Compliance – Complete Streets Checklist**

MTC's Resolution No. 4493 sets forth MTC's regional policy for provision of Complete Streets, which are transportation facilities that provide safe mobility and improved connectivity to community destinations for all road users, and especially for people biking, walking, rolling and taking transit. The Complete Streets resolution also requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. The Complete Streets Checklist is available through MTC's website online at <https://mtc.ca.gov/planning/transportation/complete-streets>.

Furthermore, it is encouraged that all bicycle projects programmed in the ATP support MTC's Regional Active Transportation Plan and county-wide bicycle plans. Guidance on considering bicycle transportation can be found in MTC's 2022 Regional Active Transportation Plan and Caltrans Deputy Directive 64. MTC's Regional Active Transportation Plan, containing federal, state, and regional

policies for accommodating bicycles and non-motorized travel, is available on MTC's Web site at:  
<https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan>.



<b>METROPOLITAN TRANSPORTATION COMMISSION (MTC)</b> <b>2025 Regional Active Transportation Program (rATP) Cycle 7</b> <b>Appendix A-1: ATP Development Schedule (Subject to Change)</b> <b>March 27, 2024</b>	
January 2024	CTC released draft ATP Guidelines
Early 2024	Regional ATP updates presented to MTC Working Groups
March 13, 2024	MTC PAC review of Regional ATP Guidelines MTC submits recommended Regional ATP Guidelines to CTC for consideration
March 21, 2024	CTC adoption of State ATP Guidelines CTC adoption of MTC's Regional ATP Guidelines
March 21, 2024	CTC released ATP Call for Projects for Statewide Competitive Program
March 27, 2024	MTC Commission adoption of Regional ATP Guidelines MTC released ATP Call for Projects for Regional Program
June 17, 2024	State Quick-build Pilot Program Applications Due to CTC (Statewide Program)
June 17, 2024	State ATP Applications Due to CTC (Statewide Program) Regional ATP Applications Due to MTC (Regional Program)
November 1, 2024	CTC releases staff recommendations for ATP Statewide Competitive and Quick-build Pilot Programs
December 5, 2024	ATP Statewide Quick-build Pilot Program Adoption: CTC scheduled to adopt the statewide quick-build pilot program
December 5, 2024	ATP Statewide Program Adoption: CTC scheduled to adopt the statewide program and transmit unsuccessful projects to the Regions for consideration
January 2, 2025	MTC releases staff recommendation for ATP Regional Program
Early 2025	Working Group discussions of staff recommendations
January 8, 2025	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of final ATP Regional Program
January 22, 2025	ATP Regional Program Adoption: MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
April 1, 2025	TIP Amendment Deadline: Successful ATP project sponsors to submit 2025 TIP Amendment, including Resolution of Local Support
March 19, 2025	CTC Approval of ATP Regional Program
January 31, 2026	Allocation Deadline for Regional ATP projects programmed in FY 2025-26
January 31, 2027	Allocation Deadline for Regional ATP projects programmed in FY 2026-27
January 31, 2028	Allocation Deadline for Regional ATP projects programmed in FY 2027-28
January 31, 2029	Allocation Deadline for Regional ATP projects programmed in FY 2028-29

Shaded Area – Actions by State, CTC, or Caltrans

## Appendix A-2: MTC ATP Share Targets

### Cycle 7 Program - FY 2025-26 through FY 2028-29

#### ATP Regional Share

Fund Source	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Federal (TAP, Recreational Trails, Other)	\$4,291	\$4,480	\$12,698	\$12,887	\$34,356
State	\$4,273	\$4,273	\$2,902	\$2,902	\$14,350
<b>Total ATP Regional Share</b>	<b>\$8,564</b>	<b>\$8,753</b>	<b>\$15,600</b>	<b>\$15,789</b>	<b>\$48,706</b>

#### State's 25% Disadvantaged Communities Minimum Requirement

Classification	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
25% - Benefiting Disadvantaged Communities	\$2,141	\$2,188	\$3,900	\$3,947	\$12,177
75% - Anywhere in the Region	\$6,423	\$6,565	\$11,700	\$11,842	\$36,530
<b>Total ATP Regional Share</b>	<b>\$8,564</b>	<b>\$8,753</b>	<b>\$15,600</b>	<b>\$15,789</b>	<b>\$48,706</b>

### **Appendix A-3: Regional ATP Project Application**

Project sponsors must submit a completed project application for each project proposed for funding in the Regional Active Transportation Program. The application consists of the following parts and are available on the Internet (as applicable) at: <http://mtc.ca.gov/atp>

1. Cover letter on Agency letterhead signed by the applicant's Chief Executive Officer or other officer authorized by the applicant's governing board.
  - a. If the proposed project is implemented by an agency other than the project sponsor, documentation of the agreement between the two entities must be included.
  - b. If proposing matching funds, the letter should include confirmation that these matching funds are available for the proposed project.
2. Project application forms
  - a. Statewide ATP Application Form, available at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle7>.
  - b. Regional ATP Supplemental Application Form, available at <http://mtc.ca.gov/atp>, including back-up documentation, as applicable, such as:
    - i. Equity Priority Community benefit evidence
    - ii. Scalability plan for applications requesting more than \$10 million.
    - iii. Environmental Documentation certification evidence for infrastructure projects
    - iv. Evidence of project on the Regional Active Transportation Network
    - v. OBAG 3 Complete Streets Policy, Housing Element compliance, and Local Road Safety Plan compliance
    - vi. Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan evidence
    - vii. Community-Based Transportation Plan evidence
    - viii. Transit Agency Coordination evidence
3. Electronic Project Programming Request (ePPR) form
  - a. Available at: <https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip>
4. Complete Streets Checklist
  - a. Available at: <https://mtc.ca.gov/planning/transportation/complete-streets>
  - b. Not necessary for Planning or Non-Infrastructure projects.

Note: Selected projects are also required to provide a Resolution of Local Support for the project no later than April 1, 2025.

Attachment B  
Metropolitan Transportation Commission  
2025 Active Transportation Program (ATP)  
Cycle 7  
FY 2025-26 through FY 2028-29  
Regional ATP Cycle 7 Program of Projects

MTC Resolution No. 4633

Attachment B

Adopted: 03/27/24-C

## Regional ATP Cycle 7 Projects (in order by county)

County	Implementing Agency	Project	Regional ATP
<i>Projects to be added via amendment to this resolution in 2025.</i>			
TOTAL:			\$0

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## Regional ATP Cycle 7 Contingency List (in descending score order)

County	Implementing Agency	Project	Regional ATP
TOTAL:			\$0

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# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0301      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 2/12/2024      **In control:** Programming and Allocations Committee  
**On agenda:** 3/13/2024      **Final action:**  
**Title:** MTC Resolution Nos. 4586, Revised; 4592, Revised; 4614, Revised; 4615, Revised; and 4635. Allocation of \$49.9 million in Regional Measure 3 (RM3) capital funds to Contra Costa Transportation Authority (CCTA), Bay Area Infrastructure Financing Authority (BAIFA), Water Emergency Transportation Authority (WETA), San Francisco Municipal Transportation Agency (SFMTA), and San Mateo County Transportation Authority (SMCTA).

Allocation of a total \$49.9 million in RM3 capital funds: \$0.5 million to CCTA for the I-680/SR-4 Interchange Improvements - Trail Connection Feasibility Study (RM3 Project #19.2), \$16.7 million to BAIFA under the Bay Area Corridor Express Lanes program for the I-80 Express Lanes Toll System (RM3 Project #2.2), \$0.84 million to WETA under the Ferry Enhancement Program for the Shoreline Electrical Program (RM3 Project #5.2), \$12.6 million to SFMTA under MUNI Fleet Expansion and Facilities Projects for the Presidio Yard Modernization Project (RM3 Project #10.6), and \$19.3 million to SMCTA for Highway 101/State Route 92 Interchange Area Improvements (RM3 Project #18.1).

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [3b 24-0301 Summary Sheet RM3 Allocations MTC Resolutions 4614 4615 4635 4586 4592.pdf](#)  
[3b 24-0301 Attachment A RM3 Capital Expenditure Plan Tracker.pdf](#)  
[3b 24-0301 Attachment B RM3 Allocation Project Summaries.pdf](#)  
[3b 24-0301 Attachment C TOC letter of acknowledgement WETA Shoreline.pdf](#)  
[3b 24-0301 MTC Resolution 4586.pdf](#)  
[3b 24-0301 MTC Resolution 4592.pdf](#)  
[3b 24-0301 MTC Resolution 4614.pdf](#)  
[3b 24-0301 MTC Resolution 4615.pdf](#)  
[3b 24-0301 MTC Resolution 4635.pdf](#)

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

MTC Resolution Nos. 4586, Revised; 4592, Revised; 4614, Revised; 4615, Revised; and 4635. Allocation of \$49.9 million in Regional Measure 3 (RM3) capital funds to Contra Costa Transportation Authority (CCTA), Bay Area Infrastructure Financing Authority (BAIFA), Water Emergency Transportation Authority (WETA), San Francisco Municipal Transportation Agency (SFMTA), and San Mateo County Transportation Authority (SMCTA).

Allocation of a total \$49.9 million in RM3 capital funds: \$0.5 million to CCTA for the I-680/SR-4 Interchange Improvements - Trail Connection Feasibility Study (RM3 Project

#19.2), \$16.7 million to BAIFA under the Bay Area Corridor Express Lanes program for the I-80 Express Lanes Toll System (RM3 Project #2.2), \$0.84 million to WETA under the Ferry Enhancement Program for the Shoreline Electrical Program (RM3 Project #5.2), \$12.6 million to SFMTA under MUNI Fleet Expansion and Facilities Projects for the Presidio Yard Modernization Project (RM3 Project #10.6), and \$19.3 million to SMCTA for Highway 101/State Route 92 Interchange Area Improvements (RM3 Project #18.1).

**Presenter:**

Craig Bosman

**Recommended Action:**

Commission Approval

**Attachments:** List any attachments.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**March 13, 2024**

**Agenda Item 3b - 24-0301**

**MTC Resolution Nos. 4586, Revised; 4592, Revised; 4614, Revised; 4615, Revised; and 4635. Allocation of \$49.9 million in Regional Measure 3 (RM3) capital funds to Contra Costa Transportation Authority (CCTA), Bay Area Infrastructure Financing Authority (BAIFA), Water Emergency Transportation Authority (WETA), San Francisco Municipal Transportation Agency (SFMTA), and San Mateo County Transportation Authority (SMCTA).**

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**Subject:**

Recommended allocation of a total \$49.9 million in RM3 capital funds: \$0.5 million to CCTA for the I-680/SR-4 Interchange Improvements - Trail Connection Feasibility Study (RM3 Project #19.2), \$16.7 million to BAIFA under the Bay Area Corridor Express Lanes program for the I-80 Express Lanes Toll System (RM3 Project #2.2), \$0.84 million to WETA under the Ferry Enhancement Program for the Shoreline Electrical Program (RM3 Project #5.2), \$12.6 million to SFMTA under MUNI Fleet Expansion and Facilities Projects for the Presidio Yard Modernization Project (RM3 Project #10.6), and \$19.3 million to SMCTA for Highway 101/State Route 92 Interchange Area Improvements (RM3 Project #18.1).

**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. Through February 2023, the Commission has approved a total of \$911.8 million in RM3 Capital Program allocations.

**March RM3 Allocation Recommendation:**

Staff recommends approval of \$49.9 million in RM3 allocations to five 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.

<b>Project Sponsor</b>	<b>RM3 Proj. #/ MTC Res. No.</b>	<b>Project Title</b>	<b>LONP Amount (\$millions)</b>	<b>Allocation Request Amount (\$millions)</b>
CCTA	#19.2 4586, Rev.	I-680/SR-4 Interchange Impr. - Trail Connection Feasibility Study	\$-	\$0.50
BAIFA	#2.2 4592, Rev.	I-80 Express Lanes (Toll System)	\$31.3	\$16.70
WETA	#5.2 4614, Rev.	Shoreline Electrical Program	\$-	\$0.84
SFMTA	#10.6 4615, Rev.	Presidio Yard Modernization	\$-	\$12.60
SMCTA	#18.1 4635	Highway 101/State Route 92 Interchange Area Improvements	\$0.025	\$19.27
		<b>Total</b>	<b>\$31.325</b>	<b>\$49.9</b>

**Regional Policy Compliance:**

WETA’s Shoreline Electrical Program includes funding for the planned Treasure Island terminal. As a fixed-guideway transit extension project, the Treasure Island terminal is subject to the requirements of the Transit-Oriented Communities Policy (TOC) contained in MTC Resolution 4530, Revised. Given that the proposed allocation toward the Treasure Island terminal is for project development/environmental review, the TOC Policy requires the local jurisdiction—in this case, the City and County of San Francisco—to submit a letter or resolution to MTC acknowledging that future allocation requests to MTC will be subject to the TOC Policy. MTC is in receipt of the attached acknowledgement letter from the City of San Francisco addressing compliance with the TOC Policy contained in MTC Resolution 4530, Revised. Staff believe that the letter satisfies the TOC Policy requirement.

**Issues:**

The proposed SFMTA Presidio Yard Modernization, for project analysis and environmental documentation, represents \$12.6 million toward a \$26.8 million phase, with the additional phase’s funding made up of \$5 million committed through SFCTA Prop L funding and a \$9.2 million planned federal RAISE grant. Should the federal RAISE grant not be secured, SFMTA



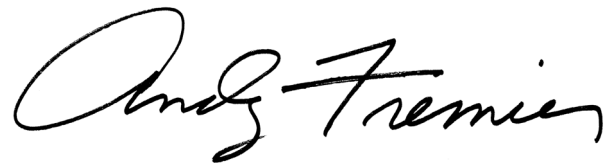
would identify another fund source, which could include an additional RM3 allocation, to complete the phase.

**Recommendations:**

Refer MTC Resolution Nos. 4586, Revised; 4592, Revised; 4614, Revised; 4615, Revised; and 4635 to the Commission for approval.

**Attachments:**

- Attachment A: RM3 Capital Expenditure Plan Tracker
- Attachment B: RM3 Allocation Project Summaries
- Attachment C: TOC Acknowledgment Letter from City and County of San Francisco-WETA
- MTC Resolution No. 4586, Revised
  - Attachments A-2, B-2, C-2, D-2
- MTC Resolution No. 4592, Revised
  - Attachments A – D
- MTC Resolution No. 4614, Revised
  - Attachments A-2, B-2, C-2, D-2
- MTC Resolution No. 4615, Revised
  - Attachments A-6, B-6, C-6, D-6
- MTC Resolution No. 4635
  - Attachments A – D



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Andrew B. Fremier

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

Project No.	Project Title <sup>1,2</sup>	Funding Amount (\$M)	Project Sponsor/ Implementing Agency <sup>1,2</sup>	LONP Issued <sup>3</sup> (\$M)	Allocated Amount <sup>4</sup> (\$M)	Allocating Resolution	Most Recent Allocation Date <sup>4</sup>
1	BART Expansion Cars	\$ 500	BART				
2	Bay Area Corridor Express Lanes	\$ 317	MTC				
2.1	<i>I-80 Express Lanes in Solano County</i>		STA	\$ 70.4	\$ 70.4	4591	6/26/2023
2.2	<b>I-80 Express Lanes in Solano County (Toll System)</b>	\$ 102	<b>BAIFA</b>	<b>\$ 31.3</b>	<b>\$ 31.3</b>	<b>4592</b>	<b>3/27/2024</b>
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	MTC				
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	11/22/2023
5.2	<b>Shoreline Electrical Program</b>		<b>WETA</b>		<b>\$ 0.84</b>	<b>4614</b>	<b>3/27/2024</b>
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	11/22/2023
10	Muni Fleet Expansion & Facilities	\$ 140	SFMTA				
10.1	<i>Potrero Modernization Project</i>		SFMTA		\$ 3.5	4615	12/20/2023
10.2	<i>Light Rail Vehicle (LRV) Procurement</i>		SFMTA		\$ 6.5	4615	1/24/2024
10.3	<i>40'/60' hybrid buses</i>		SFMTA		\$ 27.0	4615	1/24/2024
10.4	<i>Kirkland Electrification</i>		SFMTA		\$ 3.8	4615	2/28/2024
10.5	<i>Battery Electric Bus procurement</i>		SFMTA		\$ 2.38	4615	2/28/2024
10.6	<b>Presidio Yard Modernization</b>		<b>SFMTA</b>		<b>\$ 12.60</b>	<b>4615</b>	<b>3/27/2024</b>
11	Core Capacity Transit Improvements	\$ 140	MTC/ACTC/AC Transit				

<b>Regional Measure 3 Capital Expenditure Plan (Projects with Current-Month Proposed Allocations in Bold)</b>							
<b>Project No.</b>	<b>Project Title<sup>1,2</sup></b>	<b>Funding Amount (\$M)</b>	<b>Project Sponsor/ Implementing Agency<sup>1,2</sup></b>	<b>LONP Issued<sup>3</sup> (\$M)</b>	<b>Allocated Amount<sup>4</sup> (\$M)</b>	<b>Allocating Resolution</b>	<b>Most Recent Allocation Date<sup>4</sup></b>
12	AC Transit Rapid Bus Corridor Improvements	\$ 100	AC Transit/ACTC				
12.1	<i>Telegraph Rapid</i>		<i>AC Transit</i>		\$ 2.7	4613	11/22/2023
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	<b>101/92 Area Improvements Project</b>		<b>SMCTA</b>	<b>\$ 0.025</b>	<b>\$ 19.3</b>	<b>4635</b>	<b>3/27/2024</b>
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>	\$ 210	<i>CCTA</i>	\$ 8.0	\$ 13.0	4586	6/26/2023
19.1	<b>I-680/SR-4 Interchange Improvement - Trail Connection Feasibility Study</b>	<b>\$ 1</b>	<b>CCTA</b>		<b>\$ 0.5</b>	<b>4586</b>	<b>3/27/2024</b>
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 &amp; PS&amp;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 &amp; A2 Levee Study</i>	3	<i>TAM</i>				

<b>Regional Measure 3 Capital Expenditure Plan (Projects with Current-Month Proposed Allocations in Bold)</b>							
<b>Project No.</b>	<b>Project Title<sup>1,2</sup></b>	<b>Funding Amount (\$M)</b>	<b>Project Sponsor/ Implementing Agency<sup>1,2</sup></b>	<b>LONP Issued<sup>3</sup> (\$M)</b>	<b>Allocated Amount<sup>4</sup> (\$M)</b>	<b>Allocating Resolution</b>	<b>Most Recent Allocation Date<sup>4</sup></b>
23.5	<i>Segment A &amp; B Improvements</i>	\$ 58	SCTA/TAM				
24	San Rafael Transit Center	\$ 30	GGBHTD				
25	Richmond-San Rafael Bridge Access Improvements	\$ 210	BATA/CCTA/TAM				
25.1	<i>US-101/I-580 Direct Connector</i>	\$ 135	TAM	\$ 5.6	\$ 7.8	4606	10/25/2023
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	<i>Vine Transit Maintenance Facility</i>	\$ 20	NVTA	\$ 20.0	\$ 20.0	4584	6/26/2023
26.2	<i>Solano Rail Hub</i>	\$ 2	STA		\$ 2.0	4584	7/26/2023
26.3	<i>County Connection Bus Replacements</i>	\$ 5	CCCTA		\$ 5.0	4584	9/27/2023
26.X	<i>Solano Projects TBD</i>	\$ 18	STA				
26.X	<i>Contra Costa Projects TBD</i>	\$ 15	CCTA				
26.X	<i>Sonoma Projects TBD</i>	\$ 20	SCTA				
26.X	<i>Marin Projects TBD</i>	\$ 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	11/22/2023
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>	\$ 13	CCTA	\$ 13.0	\$ 14.0	4585	1/24/2024
35	I-680 Transit Improvements	\$ 10	CCTA				
<b>Total</b>		<b>\$ 4,450</b>		<b>\$ 602.1</b>	<b>\$ 962.3</b>		

Regional Measure 3 Capital Expenditure Plan (Projects with Current-Month Proposed Allocations in <b>Bold</b> )							
Project No.	Project Title <sup>1,2</sup>	Funding Amount (\$M)	Project Sponsor/ Implementing Agency <sup>1,2</sup>	LONP Issued <sup>3</sup> (\$M)	Allocated Amount <sup>4</sup> (\$M)	Allocating Resolution	Most Recent Allocation Date <sup>4</sup>

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&sectionNum=30914.7](https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=SHC&sectionNum=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**.

## **March 2024 Recommended RM3 Allocations – Project Summaries**

### **Bay Area Corridor Express Lanes**

RM3 provides \$316.7 million in toll funds to RM3 Project 2, Bay Area Corridor Express Lanes. This RM3 programmatic category funds activities to complete the Bay Area Express Lane Network. One allocation under this category is proposed this month:

#### **BAIFA - I-80 Express Lanes in Solano County (Toll System)**

As part of the Solano I-80 Express Lanes project, the Bay Area Infrastructure Financing Authority (BAIFA) is the sponsor for concurrent work on the toll systems on the project. MTC approved a \$31.2 million LONP for the toll systems contracts in 2021, and MTC previously allocated \$14.6 million in June 2023. This month, staff recommends allocating the remaining \$16.7 million. This remaining amount was originally associated with the Solano I-80/I-680/SR-12 Interchange project funding plan and was transferred to the Express Lanes project in January 2024 via an RM3 program amendment.

### **I-680/SR-4 Interchange Improvements**

#### **CCTA – I-680/SR-4 Interchange Improvements - Trail Connection Feasibility Study**

As part of the I-680/SR-4 Interchange Improvements project, CCTA proposes funding a feasibility study to define alternatives to connect the Iron Horse Trail and Contra Costa Trail to provide access to the park and ride lot at the west side of the interchange. By providing connectivity of the trails, commuters will be offered another mode of transportation, thus reducing congestion at the interchange. CCTA requests allocation of \$500,000 for the feasibility study, which should be complete by mid-2025.

### **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. One allocation under this category is proposed this month:

### **SFMTA – Presidio Yard Modernization Project**

The Presidio Modernization Project (Project #10.6) will result in the partial demolition and reconstruction of the existing 110+ year old transit facility to service an all-electric Battery Electric Bus (BEB) transit fleet in the future. The site is 5.4 acres on Geary Boulevard at the cross streets of Presidio and Masonic Avenues. The existing facility services 132 40' trolley buses in a building designed to maintain streetcars and that was last significantly upgraded in 1950. The new facility is projected to service 215+ 40' and 60' BEBs that represent the next era of electric, zero-emission bus transportation. Above the transit facility the SFMTA Paratransit operations facility may be built, which is currently operating in leased spaces. Additionally, parallel development plans are also being drafted to build a mixed used development of commercial spaces and up to 600 units of affordable and market rate housing adjacent to the transit facility. All facility plans include a commitment to preserve the historic 1912 Muni structure's features as a part of the mixed-use development. The requested funding will support moving the project through preliminary planning (already underway) and associated environmental review (CEQA and NEPA) approval actions and could serve as a local match to proposed grants that would get the project through the design phase. The estimated completion for the environmental phase is early FY 2026-27.

### **Ferry Enhancement Program**

RM3 provides \$300 million in toll funds to RM3 Project 5, Ferry Enhancement Program. This RM3 programmatic category funds the purchase of new vessels, upgrading and rehabilitating existing vessels, building facilities and landside improvements, and upgrading existing facilities of the San Francisco Bay Area Water Emergency Transportation Authority (WETA). One allocation under this category is proposed this month:

#### **WETA - Shoreline Electrical Program**

The Shoreline Electrical Program (Project #5.2) will develop shoreside charging infrastructure throughout the WETA system, allowing WETA to operate electric vessels throughout the Central Bay. The project will provide charging capabilities at both passenger terminals and maintenance facilities, allowing WETA electric vessels to charge

during overnight berthing, midday layovers and even between peak trips. Without the project, WETA will be unable to operate electric vessels, meaning that it will eventually be out of compliance with CARB requirements and forced to cease operations. Creating the ability to charge electric vessels will save millions of dollars annually in both fuel and maintenance expenses. The requested funding will cover preliminary engineering to support environmental review and project approvals for electrification of the Central Bay portion (Alameda Main Street, Seaplane Lagoon, Downtown San Francisco, Treasure Island, Mission Bay). The phase will also include environmental review documentation and work efforts for project approvals. The infrastructure included in this project involves coordination with multiple electric utilities, city partners and permitting agencies.

### **Highway 101/ State Route 92 Interchange**

#### **SMCTA-101/92 Area Improvements Project**

The San Mateo County Transportation Authority (SMCTA) is the project sponsor for RM3 Project 18, Highway 101/ State Route 92 Interchange. RM3 provides \$50 million in toll funds for improvements to Highway 101/ State Route 92 Interchange, which includes toll funds for project 18.1: Highway 101/ State Route 92 Interchange - 101/92 Area Improvements Project. The 101/92 Area Improvements Project will provide improvements at the US 101 and SR 92 Interchange with up to four build improvements in the project area including:

- Westbound SR 92 to southbound US 101 loop ramp;
- Northbound and southbound US 101 to eastbound SR 92 merging and re-striping improvement;
- Southbound US 101 Fashion Island Boulevard off-ramp;
- and a northbound US 101 at Hillsdale Boulevard off-ramp and intersection modification.

In March 2022, MTC approved a \$25,000 LONP for the right of way phase of the project. Construction is scheduled to begin by Summer 2024, right of way activities are anticipated to be complete by Summer 2025 and final construction of the project is



estimated to be complete by the end of 2026. SMCTA requests allocating \$25,000 in right of way funds consistent with the LONP, and \$19.3 million for the construction phase of the project.



March 4, 2024

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

Re: Commitment for TOC Policy Compliance for WETA Shoreline Electrical Program project on Treasure Island

Dear Chairperson Pedroza and Commissioners:

The City of San Francisco would like to thank MTC staff for recommending the allocation of funding from Regional Measure 3 to advance the WETA Shoreline Electrical Program project to support ferry service at Treasure Island. This funding will enable this critical project to continue moving forward.

The City of San Francisco is committed to the principles and goals of the Transit-Oriented Communities (TOC) Policy and to its robust implementation. The City appreciates the Commission's active role and responsibility in ensuring that its transit investments are supported by appropriate land use, housing, and transportation policies by local jurisdictions, which are key to advancing the vision of Plan Bay Area of a more connected, affordable, diverse, healthy, vibrant and resilient region.

Although compliance is not required until 2026, the City's existing zoning and policies for this station area is already in virtually complete compliance with the TOC Policy. The Treasure Island ferry station area is wholly contained within the adopted Treasure Island/Yerba Buena Plan and Special Use District, for which development is fully entitled to the master developer, Treasure Island Development Group, under binding contractual agreements, including a Development Agreement and a Disposition & Development Agreement. The project, its plans and agreements approved in 2011, call for approximately 8,000 housing units to be constructed on the islands. The project is now well under construction, with the initial phases focused on the parcels close to the ferry landing. (Note that a significant portion of the station area is the Department of Labor Job Corps campus and as such is federal property not subject to City jurisdiction. Also note that several parcels, particularly those featuring historic buildings, near the ferry terminal and along the southern part of the island are subject to the Tidelands Trust and as such are subject to state oversight on development.) Administration and oversight of the development of the island is shared between the Planning Department and the Treasure Island Development Authority.

In terms of density standards, the pertinent zoning and development agreement have maximum density allowances for all uses well in excess of those required by the TOC Policy. While there are no minimum density

requirements, there are active current entitlements and public/private contractual agreements to develop the remaining major parcels at high densities that well exceed the TOC minimums.

The Island zoning has no minimum auto parking requirements (and the City eliminated such requirements citywide) and has parking maximums for residential and commercial uses that are more restrictive than required by the TOC policy. The Island's contractual agreements include robust TDM plans and developer requirements that meet or exceeds the TOC Policy. San Francisco has citywide bicycle parking requirements, unbundling requirements, and allowances for shared parking that all meet the TOC Policy.

In terms of affordable housing and commercial stabilization policies, the City of San Francisco significantly exceeds the minimum suite of programs required by the TOC policy. The City and the Treasure Island project agreements have robust tenant protection and affordable housing investment programs and rules in place, including inclusionary housing requirements, affordable housing production funding, public lands for housing program, small sites acquisition program to permanently protect unprotected rental housing, SRO protection ordinance, rent stabilization, just cause eviction protections, and an Office of Small Business, among others.

Lastly, San Francisco has an extensive track record in these neighborhoods and citywide of complete streets and transit access planning that meets the TOC Policy. The City has an adopted Complete Streets Policy (Public Works Code Section 2.4.13), has extensive streetscape and complete streets plans in ongoing implementation for all the plan areas around these stations, and the SFMTA is currently in the process of completing a citywide Active Communities Plan. The Treasure Island Development project, including its Infrastructure Plan and Design for Development, lay out a detailed design for the establishment of a new multi-modal street grid that prioritizes the experience and safety of pedestrians, cyclists, and transit.

While on initial review we believe the relevant station area is in compliance, we will conduct a thorough review of the TOC Policy standards for this station area and consult with MTC staff to assess whether there are any areas where the City may not be in full compliance. The City of San Francisco commits to addressing any areas of non-compliance with the TOC Policy prior to the 2026 deadline, including bringing matters to the master developer, Board of Supervisors and other decision-makers if necessary.

The plan for Treasure Island and its infrastructure has long been supported by strong multi-agency and inter-jurisdictional partnerships, in addition to involving many community stakeholders and advisory bodies in both the planning and ongoing implementation of the island. We appreciate MTC's continued support and partnership on these efforts.

Thank you for your commitment of RM3 funding to supporting this investment.

Sincerely,

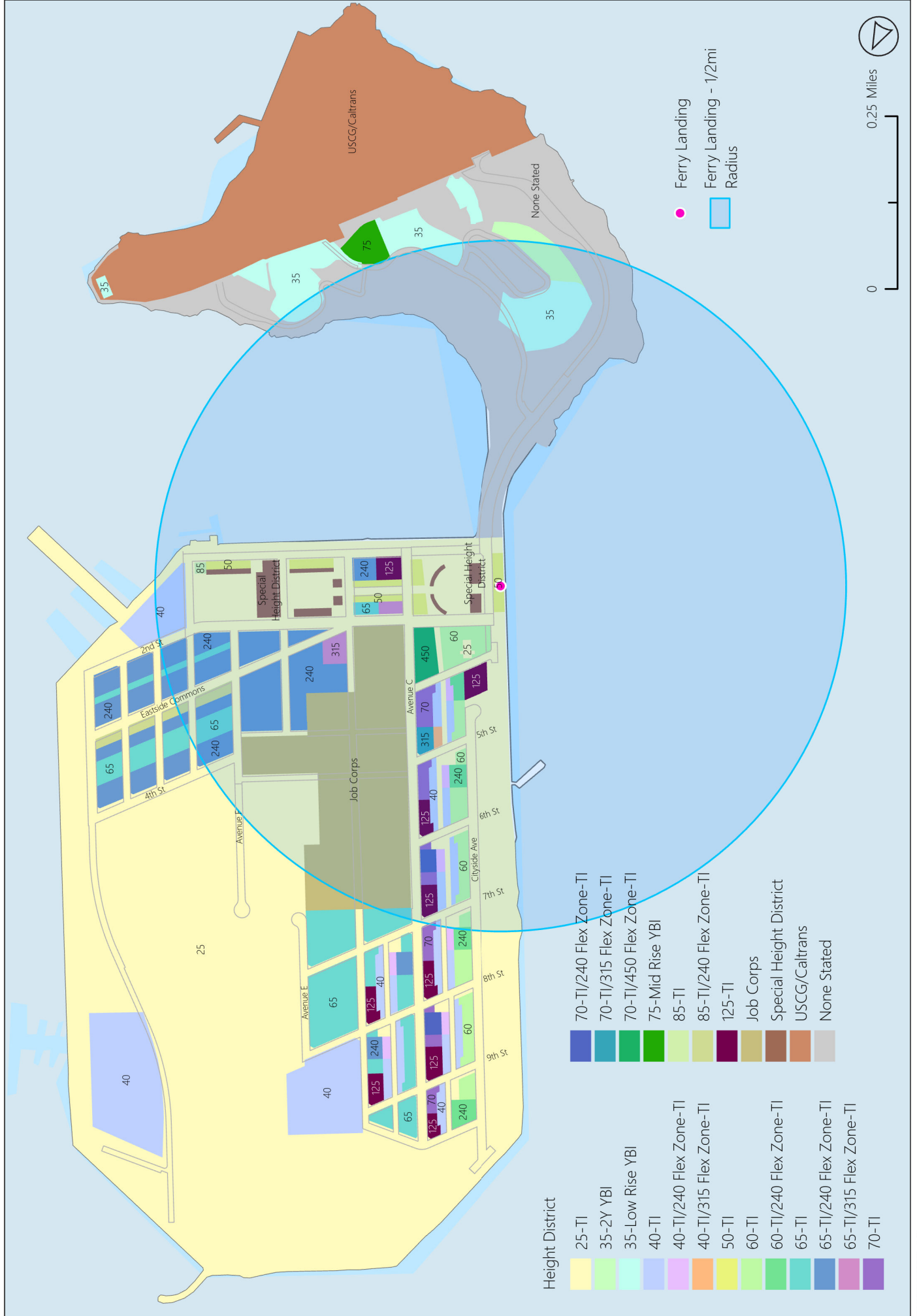


Rich Hillis  
Planning Director

cc:

Mayor London Breed  
Robert Beck, Treasure Island Development Authority  
AnMarie Rodgers, Treasure Island Development Authority  
Lauren Gularte, WETA  
Tilly Chang, SFCTA  
Suany Chough, SFCTA  
Nick Josefowitz, MTC Vice Chair, San Francisco  
Supervisor Hillary Ronen, San Francisco Board of Supervisors/MTC Commissioner

# Treasure Island Ferry Landing with 1/2mi Radius Height Districts



# Zoning Districts



Date: June 28, 2023  
W.I.: 1255  
Referred by: PAC  
Revised: 03/27/24-C

### ABSTRACT

Resolution No. 4586, Revised

This resolution approves the allocation of Regional Measure 3 funds for Interstate 680/ State Route 4 (I-680/SR-4) Interchange Improvements project, sponsored by the Contra Costa Transportation Authority (CCTA).

This Resolution includes the following attachments:

Attachment A – Allocation Summary and Conditions of Allocation

Attachment B – Project and Subproject Details

Attachment C – Project Funding Plan and Schedule

Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution allocates \$8 million in RM3 funds to final design phase and \$5 million to the right-of-way phase for the I-680/SR-4 Interchange Improvements project.

This resolution was revised via Commission Action on March 27, 2024 to allocate \$500,000 in RM3 funds for Project 19.2, Trail Connection Feasibility Study, part of the Interstate 680/ State Route 4 (I-680/SR-4) Interchange Improvements project.

Further discussion of this action is contained in the Programming and Allocations Summary Sheets dated June 14, 2023 and March 13, 2024.

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

RE: Approval of Allocation of Regional Measure 3 Funds for I-680/SR-4 Interchange Improvements project.

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4586

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

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

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

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

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

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



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

WHEREAS, the I-680/SR-4 Interchange Improvements project (PROJECT) is identified as capital project number 19 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

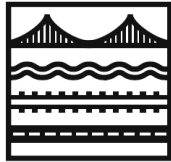
RESOLVED, that a certified copy of this resolution shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

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



# Regional Measure 3

## Allocation of Funds

### Allocation Summary

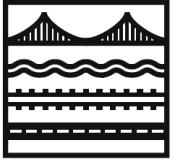
March 27, 2024  
Attachment A-2  
MTC Resolution No. 4586  
Page 1 of 5

<b>RM3 Project Number</b>	19.2
<b>Project Title</b>	I-680/SR-4 Interchange Impr. - Trail Connection Feasibility Study
<b>Project Sponsor</b>	Contra Costa Transportation Authority

Activities to be funded with Allocation #1:					
This allocation will fund a feasibility study to define alternatives to connect the Iron Horse Trail and Contra Costa Trail to provide access to the park and ride lot at the west side of the interchange.					
Funding Information:					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24458603	27-Mar-24	ENV	FY 2023-24	30-Jun-25	\$ 500,000

Cumulative Total - Allocation 1	\$ 500,000
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Cumulative Total - Project 19.2	\$ 500,000
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## Regional Measure 3

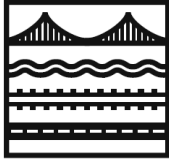
### Allocation of Funds

#### Conditions of Allocation

<b>RM3 Project Number</b>	19.2
<b>Project Title</b>	I-680/SR-4 Interchange Impr. - Trail Connection Feasibility Study
<b>Project Sponsor</b>	Contra Costa Transportation Authority

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

Conditions of Allocation #1	
1	The allocation is contingent upon the CCTA Board approving the allocation resolution on March 20, 2024.
2	

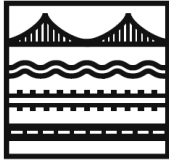


## Regional Measure 3

### Allocation of Funds

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

RM3 Project Number	19.2	
Project Title	I-680/SR-4 Interchange Impr. - Trail Connection Feasibility Study	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Contra Costa Transportation Authority (CCTA)		CCTA
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(19) Contra Costa Interstate 680/State Route 4 Interchange Improvements. Fund improvements to the Interstate 680/State Route 4 interchange to improve safety and reduce congestion, including, but not limited to, a new direct connector between northbound Interstate 680 and westbound State Route 4, a new direct connector between eastbound State Route 4 and southbound Interstate 680, and widening of State Route 4 to add auxiliary lanes and high-occupancy vehicle lanes. The project sponsor is the Contra Costa Transportation Authority. Two hundred ten million dollars (\$210,000,000).	\$210,000	
Sponsor Programming and Allocation Request Action		
The CCTA Board is scheduled to adopt the allocation resolution at its meeting on March 20, 2024.		
Detailed Project/Subproject Description		
The Project will fund a feasibility study to define alternatives to connect the Iron Horse Trail and Contra Costa Trail to provide access to the park and ride lot at the west side of the interchange. By providing connectivity of the trails, commuters will be offered another mode of transportation, thus reducing congestion at the interchange.		



## Regional Measure 3

### Allocation of Funds

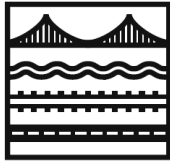
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

<b>RM3 Project Number</b>	19.2
<b>Project Title</b>	I-680/SR-4 Interchange Impr. - Trail Connection Feasibility Study
<b>Project Sponsor</b>	Contra Costa Transportation Authority

#### Project Funding Plan

#### Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	RM3	Yes	\$ 500	Mar-24	Jun-25
	ENV Subtotal		\$ 500		
PSE					
	PSE Subtotal		\$ -		
ROW					
	ROW Subtotal		\$ -		
CON					
	CON Subtotal		\$ -		
<b>Capital Funding Total</b>			\$ 500		



## Regional Measure 3

### Allocation of Funds

#### Cash Flow Plan

<b>RM3 Project Number</b>	19.2
<b>Project Title</b>	I-680/SR-4 Interchange Impr. - Trail Connection Feasibility Study
<b>Project Sponsor</b>	Contra Costa Transportation Authority

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

Funding Source	Phase	Prior	2022-23	2023-24	2024-25	2025-26	Future committed	Total Amount (\$ thousands)
RM 3	ENV			\$ 500				\$ 500
								\$ -
								\$ -
ENV Subtotal		\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ 500
								\$ -
								\$ -
								\$ -
PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
								\$ -
								\$ -
								\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
								\$ -
								\$ -
								\$ -
								\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3 Funding Subtotal		\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ 500
Capital Funding Total		\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ 500

Date: June 28, 2023  
W.I.: 1255  
Referred by: PAC  
Revised: 03/27/24-C

ABSTRACT

Resolution No. 4592, Revised

This resolution approves the allocation of Regional Measure 3 funds for I-80 Express Lanes project in Solano County (Toll Systems), sponsored by the Bay Area Infrastructure Financing Authority (BAIFA).

This Resolution includes the following attachments:

Attachment A – Allocation Summary and Conditions of Allocation

Attachment B – Project and Subproject Details

Attachment C – Project Funding Plan and Schedule

Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution allocates \$14.6 million in RM3 funds to the construction phase for the I-80 Express Lanes project in Solano County (Toll Systems).

This resolution was revised by Commission Action on March 27, 2024 to allocation \$16.7 million in RM3 funds to the construction phase for the I-80 Express Lanes project in Solano County (Toll Systems).

Further discussion of this action is contained in the Programming and Allocations Summary Sheets dated June 14, 2023 and March 13, 2024.



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

RE: Approval of Allocation of Regional Measure 3 Funds for I-80 Express Lanes project in Solano County (Toll Systems).

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4592

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

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

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

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

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

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

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

WHEREAS, the I-80 Express Lanes project in Solano County – Toll Systems (PROJECT) is part of the programmatic category of projects identified within capital project number 2 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the Bay Area Infrastructure Financing Authority (SPONSOR) is the project sponsor for the PROJECT; and

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

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

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

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

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

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

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

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

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

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

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

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

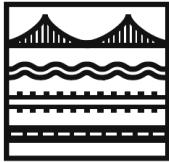
RESOLVED, that a certified copy of this resolution shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

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



# Regional Measure 3

## Allocation of Funds

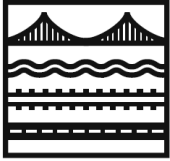
### Allocation Summary

<b>RM3 Project Number</b>	2.2
<b>Project Title</b>	I-80 Express Lanes project in Solano County (Toll Systems)
<b>Project Sponsor</b>	Bay Area Infrastructure Financing Authority

<b>Activities to be funded with Allocation #1:</b>					
This allocation will fund the various toll systems on the project, including but not limited to overhead signs, electronic tolling equipment, median lighting, conduits, and traffic control devices.					
<b>Funding Information:</b>					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
23459201	28-Jun-23	CON	FY 2022-23	30-Jun-25	\$ 14,576,000
24452902	27-Mar-24	CON	FY 2023-24	30-Jun-26	\$ 16,700,000

Cumulative Total - Allocation 1	\$ 31,276,000
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Cumulative Total - Project 2.2	\$ 31,276,000
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## Regional Measure 3

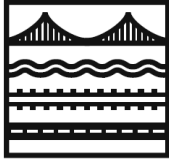
### Allocation of Funds

#### Conditions of Allocation

<b>RM3 Project Number</b>	2.2
<b>Project Title</b>	I-80 Express Lanes project in Solano County (Toll Systems)
<b>Project Sponsor</b>	Bay Area Infrastructure Financing Authority

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

Conditions of Allocation #1	
1	This allocation is contingent upon the BAIFA Board approving the allocation resolution on June 28, 2023.
2	

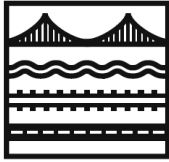


## Regional Measure 3

### Allocation of Funds

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

RM3 Project Number	2.2	
Project Title	I-80 Express Lanes project in Solano County (Toll Systems)	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Bay Area Infrastructure Financing Authority (BAIFA)		BAIFA
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(2) Bay Area Corridor Express Lanes. Fund the environmental review, design, and construction of express lanes to complete the Bay Area Express Lane Network, including supportive operational improvements to connecting transportation facilities. Eligible projects include, but are not limited to, express lanes on Interstate 80, Interstate 580, and Interstate 680 in the Counties of Alameda and Contra Costa, Interstate 880 in the County of Alameda, Interstate 280 in the City and County of San Francisco, Highway 101 in the City and County of San Francisco and the County of San Mateo, State Route 84 and State Route 92 in the Counties of Alameda and San Mateo, Interstate 80 from Red Top Road to the intersection with Interstate 505 in the County of Solano, and express lanes in the County of Santa Clara. Eligible project sponsors include the Bay Area Infrastructure Financing Authority, and any countywide or multicounty agency in a bay area county that is authorized to implement express lanes. The Metropolitan Transportation Commission shall make funds available based on performance criteria, including benefit-cost and project readiness. Three hundred million dollars (\$300,000,000).	\$101,700	
Sponsor Programming and Allocation Request Action		
The BAIFA Board approved the allocation resolution at its meeting on June 28, 2023.		
Detailed Project/Subproject Description		
The I-80 Express Lanes in Solano County project will construct managed lanes on westbound and eastbound I-80. The project will install static and dynamic overhead signs, electronic tolling equipment, median lighting, toll collection subsystems, electrical and communication conduits, and traffic control devices. This subproject is specific to the BAIFA sponsored and implemented Toll System portion of the project. It will connect to priced managed lanes on I-80 through Alameda and Contra Costa County.		



## Regional Measure 3

### Allocation of Funds

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

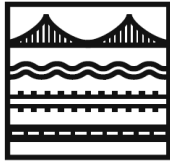
<b>RM3 Project Number</b>	2.2
<b>Project Title</b>	I-80 Express Lanes project in Solano County (Toll Systems)
<b>Project Sponsor</b>	Bay Area Infrastructure Financing Authority

#### Project Funding Plan

#### Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV					
	ENV Subtotal		\$ -		
PSE					
	PSE Subtotal		\$ -		
ROW					
	ROW Subtotal		\$ -		
CON	RM3	Yes	\$ 31,276	Jan-22	May-25
	CON Subtotal		\$ 31,276		
<b>Capital Funding Total</b>			\$ 31,276		





## Regional Measure 3

### Allocation of Funds

#### Cash Flow Plan

<b>RM3 Project Number</b>	2.2
<b>Project Title</b>	I-80 Express Lanes project in Solano County (Toll Systems)
<b>Project Sponsor</b>	Bay Area Infrastructure Financing Authority

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

Funding Source	Phase	Prior	2022-23	2023-24	2024-25	2025-26	Future committed	Total Amount (\$ thousands)
RM3	ENV							\$ -
								\$ -
								\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PS&E							\$ -
								\$ -
								\$ -
PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	ROW							\$ -
								\$ -
								\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON		\$ 14,576					\$ 14,576
RM 3	CON			\$ 16,700				\$ 16,700
								\$ -
								\$ -
								\$ -
CON Subtotal		\$ -	\$ 14,576	\$ 16,700	\$ -	\$ -	\$ -	\$ 31,276
<b>RM 3 Funding Subtotal</b>		\$ -	\$ 14,576	\$ 16,700	\$ -	\$ -	\$ -	\$ 31,276
<b>Capital Funding Total</b>		\$ -	\$ 14,576	\$ 16,700	\$ -	\$ -	\$ -	\$ 31,276

Date: November 15, 2023  
W.I.: 1255  
Referred by: PAC  
Revised: 3/27/24-C

ABSTRACT

Resolution No. 4614, Revised

This resolution approves the allocation of Regional Measure 3 funds for Ferry Enhancement Program, sponsored by Water Emergency Transportation Authority

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 \$700,000 in RM3 funds to the Water Emergency Transportation Authority (WETA) for the PS&E phase of the Mission Bay Ferry Landing Project.

This resolution was revised on March 27, 2024, to allocate \$841,000 in RM3 funds to WETA for the environmental studies and preliminary engineering phase of the Shoreside Electrical Program.

Further discussion of this action is contained in the Programming and Allocations Summary Sheets dated November 8, 2023, and March 13, 2024.

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

RE: Approval of Allocation of Regional Measure 3 Funds for for Ferry Enhancement Program,  
sponsored by Water Emergency Transportation Authority

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4614

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 Ferry Enhancement 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 Water Emergency Transportation Authority (WETA) is the project sponsors for the Program; and

WHEREAS, WETA has submitted a request for the allocation of RM3 funds for the Mission Bay Ferry Landing Project; and

WHEREAS, WETA 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 WETA 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 WETA'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 WETA'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 WETA complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

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

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

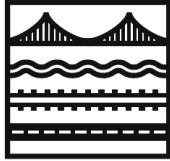
RESOLVED, that a certified copy of this resolution shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on November 15, 2023.



## Regional Measure 3

### Allocation of Funds

#### Allocation Summary

<b>RM3 Project Number</b>	5.2
<b>Project Title</b>	Shoreside Electrical Program
<b>Project Sponsor</b>	Water Emergency Transportation Authority

#### Activities to be funded with Allocation #1:

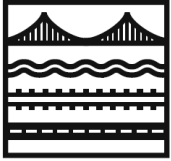
This phase of the project will include preliminary engineering to support environmental review and project approvals for electrification of Alameda Main Street, Seaplane Lagoon, Downtown San Francisco, Treasure Island, and Mission Bay terminals. The phase will also include environmental review documentation and work efforts for project approvals.

#### Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24461402	27-Mar-24	ENV/PE/PA&ED	FY 2023-24	30-Jun-25	\$ 841,000

Cumulative Total - Allocation 1	\$ 841,000
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Cumulative Total - Project 5.2	\$ 841,000
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# Regional Measure 3

## Allocation of Funds

### Conditions of Allocation

<b>RM3 Project Number</b>	5.2
<b>Project Title</b>	Shoreside Electrical Program
<b>Project Sponsor</b>	Water Emergency Transportation Authority

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

<b>Conditions of Allocation #1</b>	
This allocation is contingent upon completion of the following:	
1	None.



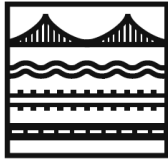


## Regional Measure 3

### Allocation of Funds

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

<b>RM3 Project Number</b>	5.2	
<b>Project Title</b>	Shoreside Electrical Program	
<b>Lead Sponsor(s)</b>	<b>Other Sponsor(s)</b>	<b>Implementing Agency</b>
Water Emergency Transportation Authority		Water Emergency Transportation Authority
<b>Legislated Project Description</b>		<b>RM3 Legislated Funding (in \$1,000s)</b>
(5) Ferry Enhancement Program. Provide funding to purchase new vessels, upgrade and rehabilitate existing vessels, build facilities and landside improvements, and upgrade existing facilities. The project sponsor is the San Francisco Bay Area Water Emergency Transportation Authority. Three hundred million dollars (\$300,000,000).		\$300,000
<b>Sponsor Programming and Allocation Request Action</b>		
This allocation request <b>was</b> approved by the WETA Board of Directors on 02/18/24 (WETA Resolution No. <b>2023-41</b> ).		
<b>Detailed Project/Subproject Description</b>		
The project would develop shoreside charging infrastructure throughout the WETA system, allowing WETA to operate electric vessels throughout the Central Bay portion of its network: Alameda Main Street, Seaplane Lagoon, Downtown San Francisco, Treasure Island, and Mission Bay terminals. The project will provide charging capabilities at both passenger terminals and maintenance facilities, allowing WETA electric vessels to charge during overnight berthing, midday layovers and even between peak trips.		



## Regional Measure 3

### Allocation of Funds

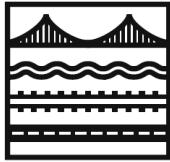
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

<b>RM3 Project Number</b>	5.2
<b>Project Title</b>	Shoreside Electrical Program
<b>Project Sponsor</b>	Water Emergency Transportation Authority

#### Project Funding Plan

#### Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	RM3	Yes	\$ 841	4/1/2024	12/1/2025
			\$ 841		
PSE	RM3	No	\$ 1,576	12/1/2024	6/1/2024
			\$ 1,576		
ROW				TBD	TBD
			\$ -		
CON	TBD	No	\$ 27,499	1/1/2025	12/1/2028
			\$ 27,499		
<b>Capital Funding Total</b>			\$ 29,916		



## Regional Measure 3

### Allocation of Funds

#### Cash Flow Plan

<b>RM3 Project Number</b>	5.2
<b>Project Title</b>	Shoreside Electrical Program
<b>Project Sponsor</b>	Water Emergency Transportation Authority

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

Funding Source	Phase	Prior	2022-23	2023-24	2024-25	2025-26	Future committed	Total Amount (\$ thousands)
RM-3				\$ 341	\$ 500			\$ 841
								\$ -
								\$ -
ENV Subtotal			\$ -	\$ 341	\$ 500	\$ -	\$ -	\$ 841
					\$ 350	\$ 1,226		\$ 1,576
								\$ -
								\$ -
PSE Subtotal			\$ -	\$ -	\$ 350	\$ 1,226	\$ -	\$ 1,576
RM-3								
								\$ -
ROW Subtotal			\$ -				\$ -	\$ -
RM-3								\$ -
TBD						\$ 2,000	\$ 25,499	\$ 27,499
								\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 25,499	\$ 27,499
<b>RM 3 Funding Subtotal</b>		\$ -	\$ -	\$ 341	\$ 850	\$ 1,226	\$ -	\$ 2,417
<b>Capital Funding Total</b>		\$ -	\$ -	\$ 341	\$ 850	\$ 3,226	\$ 25,499	\$ 29,916

Date: December 20, 2023  
W.I.: 1255  
Referred by: PAC  
Revised: 1/24/24-C; 2/28/24-C; 3/27/24

### 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).

This resolution was revised on March 27, 2024, to allocate \$12.6 million in RM3 funds to SFMTA for the Project Approval and Environmental Document (PA&ED) phase of the Presidio Modernization Project.

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

## ABSTRACT

MTC Resolution No. 4615

Page 2

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

WHEREAS, the Muni Fleet Expansion & Facilities Program is identified as capital project number 5 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the San Francisco Municipal Transportation Agency (SFMTA) is the project sponsors for the Program; and

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

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

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

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

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

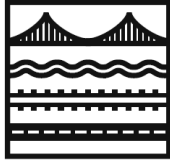
RESOLVED, that a certified copy of this resolution shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on December 20, 2023.



## Regional Measure 3

### Allocation of Funds

#### Allocation Summary

<b>RM3 Project Number</b>	10.6
<b>Project Title</b>	Presidio Modernization
<b>Project Sponsor</b>	San Francisco Municipal Transportation Agency

#### Activities to be funded with Allocation #1:

This allocation will assist with costs of moving the project through preliminary planning and associated environmental review (CEQA and NEPA) approval actions. This phase of work includes the following activities and deliverables: stakeholder engagement and public outreach; environmental review (NEPA & CEQA); economic and transportation facility analysis, including structural and geotechnical engineering and financial analysis of joint development options; project management; and project procurement -- schematic design, technical specifications, RFQ and RFP, reviewing bids, and selecting a preferred bidder for a Public Private Partnership.

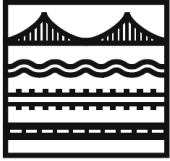
#### Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24461506	27-Mar-24	PA&ED	FY 2023-24	30-Jun-27	\$ 12,594,945

Cumulative Total - Allocation 1	\$ 12,594,945
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Cumulative Total - Project 10.6	\$ 12,594,945
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## Regional Measure 3

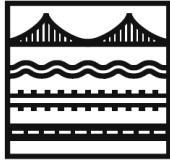
### Allocation of Funds

#### Conditions of Allocation

<b>RM3 Project Number</b>	10.6
<b>Project Title</b>	Presidio Modernization
<b>Project Sponsor</b>	San Francisco Municipal Transportation Agency

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

<b>Conditions of Allocation #1</b>	
This allocation is contingent upon completion of the following:	
1	None

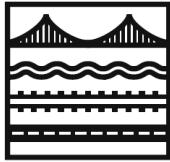


## Regional Measure 3

### Allocation of Funds

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

<b>RM3 Project Number</b>	10.6	
<b>Project Title</b>	Presidio Modernization	
<b>Lead Sponsor(s)</b>	<b>Other Sponsor(s)</b>	<b>Implementing Agency</b>
San Francisco Municipal Transportation Agency (SFMTA)		SFMTA
<b>Legislated Project Description</b>		<b>RM3 Legislated Funding (in \$1,000s)</b>
(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
<b>Sponsor Programming and Allocation Request Action</b>		
Approval of the Initial Project Report and Allocation Request by the SFMTA Board of Directors on November 21, 2023.		
<b>Detailed Project/Subproject Description</b>		
The Presidio Modernization Project will partially demolish and reconstruct the existing 110+ year old transit facility to service an all-electric Battery Electric Bus (BEB) transit fleet in the future. The site is 5.4 acres on Geary Boulevard at the cross streets of Presidio and Masonic Avenues. The existing facility services 132 40' trolley buses in a building designed to maintain streetcars and that was last significantly upgraded in 1950. The new facility is projected to service 215+ 40' and 60' BEBs that represent the next era of electric, zero-emission bus transportation. Above the transit facility the SFMTA Paratransit operations facility may be built, which is currently operating in leased spaces.		



## Regional Measure 3

### Allocation of Funds

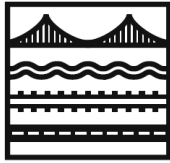
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

<b>RM3 Project Number</b>	10.6
<b>Project Title</b>	Presidio Modernization
<b>Project Sponsor</b>	San Francisco Municipal Transportation Agency

#### Project Funding Plan

#### Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Amount (\$1,000s)	Start	End
ENV/PA&ED	RM 3	Yes	\$ 12,595	1/1/2022	1/1/2027
	Prop L	Yes	\$ 5,000		
	FTA/RAISE FY24/25	No	\$ 9,249		
			\$ 26,844		
PSE	Other SFMTA Revenues	No	\$ 33,194	6/1/2025	4/1/2027
			\$ 74,287		
ROW				N/A	N/A
CON	RM 3			4/1/2028	4/31/2032
	Other SFMTA Revenues	No	\$ 394,956		
			\$ 394,956		
<b>Capital Funding Total</b>			\$ 496,087		



## Regional Measure 3

### Allocation of Funds

#### Cash Flow Plan

<b>RM3 Project Number</b>	10.6
<b>Project Title</b>	Presidio Modernization
<b>Project Sponsor</b>	San Francisco Municipal Transportation Agency

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

Funding Source	Phase	Prior	2023-24	2024-25	2025-26	2026-27	Future committed	Total Amount (\$ thousands)
RM 3	PA&ED			\$ 3,150	\$ 5,800	\$ 3,645		\$ 12,595
Prop L	PA&ED			\$ 225	\$ 1,075	\$ 3,700		\$ 5,000
FTA/RAISE FY24/25	PA&ED				\$ 9,249			\$ 9,249
ENV/PA&ED Subtotal			\$ -	\$ 3,375	\$ 16,124	\$ 7,345		\$ 26,844
								\$ -
								\$ -
Other SFMTA Revenues	PSE						\$ 33,194	\$ 33,194
PSE Subtotal		\$ -	\$ -	\$ 3,600	\$ 26,448	\$ 11,045	\$ 33,194	\$ 74,287
ROW Subtotal								\$ -
RM 3	CON							\$ -
Other SFMTA Revenues	CON						\$ 394,956	\$ 394,956
								\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 394,956	\$ 394,956
<b>RM 3 Funding Subtotal</b>		\$ -	\$ -	\$ 3,150	\$ 5,800	\$ 3,645	\$ -	\$ 12,595
<b>Capital Funding Total</b>		\$ -	\$ -	\$ 6,975	\$ 42,572	\$ 18,390	\$ 428,150	\$ 496,087

Date: March 27, 2024  
W.I.: 1255  
Referred by: PAC

ABSTRACT

Resolution No. 4635

This resolution approves the allocation of Regional Measure 3 funds for the Highway 101/State Route 92 Area Improvements project, sponsored by the San Mateo County Transportation Authority (SMCTA).

This Resolution includes the following attachments:

Attachment A – Allocation Summary and Conditions of Allocation

Attachment B – Project and Subproject Details

Attachment C – Project Funding Plan and Schedule

Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution allocates \$25,000 in RM3 funds to the right of way phase and \$19.2 million in RM3 funds to the construction phase for the Highway 101/State Route 92 Area Improvements project.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated March 13, 2024.

Date: March 27, 2024  
W.I.: 1255  
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for Highway 101/State Route 92 Area Improvements project.

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4635

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 Highway 101/State Route 92 Area Improvements project (PROJECT) is identified as capital project number 18.1 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the San Mateo County Transportation Authority (SPONSOR) is the project sponsor for the PROJECT; and

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

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

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

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

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

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

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

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

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

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

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

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

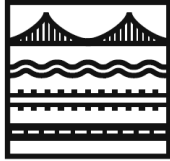
RESOLVED, that a certified copy of this resolution shall be forwarded to the project sponsor.



METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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 March 27, 2024.



## Regional Measure 3

### Allocation of Funds

#### Allocation Summary

<b>RM3 Project Number</b>	18.1
<b>Project Title</b>	Highway 101/ State Route 92 Interchange - 101/92 Area Improvements
<b>Project Sponsor</b>	San Mateo County Transportation Authority

Activities to be funded with Allocation #1:					
This allocation will fund the right of way phase of the Highway 101/ State Route 92 Interchange - 101/92 Area Improvements project in San Mateo County. LONP approved for the right of way phase for \$25,000 on March 27, 2022.					
Funding Information:					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24463501	27-Mar-24	ROW	FY 2023-24	30-Jun-25	\$ 25,000

Cumulative Total - Allocation 1	\$ 25,000
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Activities to be funded with Allocation #2:					
This allocation will fund the construction phase of the Highway 101/ State Route 92 Interchange - 101/92 Area Improvements project in San Mateo County.					
Funding Information:					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24463502	27-Mar-24	CON	FY 2023-24	30-Jun-27	\$ 19,252,000

Cumulative Total - Allocation 2	\$ 19,252,000
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Cumulative Total - Project 18.1	\$ 19,277,000
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## Regional Measure 3

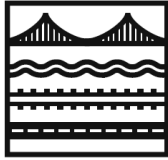
### Allocation of Funds

#### Conditions of Allocation

<b>RM3 Project Number</b>	18.1
<b>Project Title</b>	Highway 101/ State Route 92 Interchange - 101/92 Area Improvement
<b>Project Sponsor</b>	San Mateo County Transportation Authority

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

Conditions of Allocation #1	
1	The allocation is contingent upon the SMCCAG Board approving the allocation resolution on March 14, 2024, and upon the SMCTA Board approving the allocation resolution on April 4, 2024.
2	

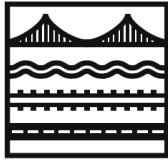


## Regional Measure 3

### Allocation of Funds

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

<b>RM3 Project Number</b>	18.1	
<b>Project Title</b>	Highway 101/ State Route 92 Interchange - 101/92 Area Improvements	
<b>Lead Sponsor(s)</b>	<b>Other Sponsor(s)</b>	<b>Implementing Agency</b>
San Mateo County Transportation Authority	San Mateo City/County Assoc. of Gov'ts	SMCTA
<b>Legislated Project Description</b>		<b>RM3 Legislated Funding (in \$1,000s)</b>
Fund improvements to the interchange of Highway 101 and State Route 92 in the County of San Mateo. The project is jointly sponsored by the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority. Fifty million dollars (\$50,000,000).		\$50,000
<b>Sponsor Programming and Allocation Request Action</b>		
The SMCCAG Board is scheduled to adopt the allocation resolution at its meeting on March 14, 2024, and the SMCTA Board is scheduled to adopt the allocation resolution at its meeting on April 4, 2024.		
<b>Detailed Project/Subproject Description</b>		
The San Mateo County Transportation Authority (SMCTA) in partnership with the cities of Foster City and San Mateo and the City/County Association of Governments of San Mateo County (C/CAG), and in cooperation with Caltrans, propose to provide improvements at the US 101 and State Route (SR) 92 interchange and its vicinity. The US 101 / SR 92 Interchange Area Improvements Project (Project) considers four build improvements within the project limits that can either be implemented independently or together.		



## Regional Measure 3

### Allocation of Funds

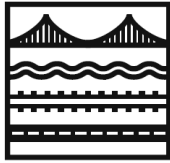
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

<b>RM3 Project Number</b>	18.1
<b>Project Title</b>	Highway 101/ State Route 92 Interchange - 101/92 Area Improvements
<b>Project Sponsor</b>	San Mateo County Transportation Authority

#### Project Funding Plan

#### Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	STIP	Yes	\$ 2,411	Apr-20	Sep-21
	ENV Subtotal		\$ 2,411		
PSE	STIP	Yes	\$ 3,200	Mar-22	Nov-23
	TA Measure A/W	Yes	\$ 750		
	PSE Subtotal		\$ 3,950		
ROW	RM3	Yes	\$ 25	May-22	May-25
	TA Measure A/W	Yes	\$ 200		
	ROW Subtotal		\$ 225		
CON	RM3	Yes	\$ 19,252	Oct-24	Dec-26
	STIP	Yes	\$ 1,685		
	TA Measure A/W	Yes	\$ 22,063		
	Federal Earmark	Yes	\$ 1,000		
	CON Subtotal		\$ 44,000		
<b>Capital Funding Total</b>			<b>\$ 50,586</b>		



## Regional Measure 3

### Allocation of Funds

#### Cash Flow Plan

<b>RM3 Project Number</b>	18.1
<b>Project Title</b>	Highway 101/ State Route 92 Interchange - 101/92 Area Improvements
<b>Project Sponsor</b>	San Mateo County Transportation Authority

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

Funding Source	Phase	Prior	2022-23	2023-24	2024-25	2025-26	Future committed	Total Amount (\$ thousands)
STIP	ENV	\$ 2,411						\$ 2,411
								\$ -
								\$ -
ENV Subtotal		\$ 2,411	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,411
STIP	PS&E		\$ 3,200					\$ 3,200
TA Measure A/W	PS&E		\$ 750					\$ 750
								\$ -
PSE Subtotal		\$ -	\$ 3,950	\$ -	\$ -	\$ -	\$ -	\$ 3,950
RM 3	ROW				\$ 25			\$ 25
TA Measure A/W	ROW			\$ 200				\$ 200
								\$ -
ROW Subtotal		\$ -	\$ -	\$ 200	\$ 25	\$ -	\$ -	\$ 225
RM 3	CON				\$ 6,738	\$ 8,663	\$ 3,850	\$ 19,252
STIP	CON				\$ 1,685			\$ 1,685
TA Measure A/W	CON				\$ 7,722	\$ 9,928	\$ 4,413	
Congressional Ea	CON				\$ 1,000			\$ 1,000
								\$ -
								\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ 17,145	\$ 18,592	\$ 8,263	\$ 44,000
<b>RM 3 Funding Subtotal</b>		\$ -	\$ -	\$ -	\$ 6,763	\$ 8,663	\$ 3,850	\$ 19,277
<b>Capital Funding Total</b>		\$ 2,411	\$ 3,950	\$ 200	\$ 17,170	\$ 18,592	\$ 8,263	\$ 50,586



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0258      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 1/31/2024      **In control:** Programming and Allocations Committee  
**On agenda:** 3/13/2024      **Final action:**  
**Title:** MTC Resolution Nos. 4625, Revised and 4626, Revised. Approval of revisions to the FY2023-24 Regional Measure 3 (RM3) Operating Program and allocation of FY2023-24 RM3 Operating Program funds to support express bus operations.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3c 24-0258 Summary Sheet MTC Resolution 4625.pdf](#)  
[3c 24-0258 MTC Resolution 4625.pdf](#)  
[3c 24-0258 MTC Resolution 4626.pdf](#)  
[3c 24-0258 Presentation FY24 RM3 Op Express Bus.pdf](#)

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

MTC Resolution Nos. 4625, Revised and 4626, Revised. Approval of revisions to the FY2023-24 Regional Measure 3 (RM3) Operating Program and allocation of FY2023-24 RM3 Operating Program funds to support express bus operations.

### Presenter:

Raleigh McCoy

### Recommended Action:

Commission Approval

**Attachments:** List any attachments.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**March 13, 2024**

**Agenda Item 3c - 24-0258**

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**MTC Resolution Nos. 4625, Revised and 4626, Revised**

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**Subject:**

Approval of revisions to the FY2023-24 Regional Measure 3 (RM3) Operating Program and allocation of FY2023-24 RM3 Operating Program funds to support express bus operations.

**Background:**

**Introduction**

The RM3 Operating Program receives a maximum of 16 percent of the revenue generated from the voter approved RM3 toll increases in that fiscal year [SHC Section 30914.7(c)]. Of this revenue, statute determines that 8 percent of operating program funds go to the Transbay Joint Powers Authority (TJPA) to support operations of the Salesforce Transit Center Transbay Terminal, 34 percent go to operators of express bus service to support operations of existing or enhanced express bus service, and 58 percent go to the San Francisco Bay Area Water Emergency Transportation Authority (WETA) to support operations of existing or enhanced ferry service.

In December 2023, the Commission approved MTC Resolution No. 4625, establishing the Fiscal Year (FY) 2023-24 funding levels for the Transbay Terminal and expanded ferry service components of the RM3 Operating Program. Following further analysis and stakeholder coordination, the proposed revisions to MTC Resolution No. 4625 incorporate \$11.5 million in funding for the express bus component of the RM3 Operating Program.

**Proposed FY2023-24 Programming**

The proposed FY2023-24 programming for the Express Bus component would first fund the transit operating standardized shortfalls projected by RM3-eligible operators for FY2024-25, allowing those operators to roll over revenues from FY2023-24 into FY2024-25 to address their shortfalls and reducing the total amount of SB 125 funds needed in FY2024-25.

The remaining RM3 funds would then be distributed among all RM3-eligible operators – including those not anticipating a shortfall in FY2024-25 – based on their share of regional Express Bus ridership in FY2021-22. In accordance with the RM3 Policies and Procedures



(MTC Resolution No. 4404, Revised), total RM3 programming amounts will be limited such that the combined RM2 and RM3 operating revenue received by each operator is not greater than the cost of operating RM3-eligible service, less fare revenue.

### **SB 125 Nexus**

The standardized shortfall calculations provided by transit operators did not include any assumed revenue from the RM3 Operating Program. As such, the roughly \$8 million programmed to address the FY2024-25 standardized shortfalls is considered part of the envisioned regional contribution of up to \$300 million. The roughly \$3.5 million in RM3 Operating funds that are programmed based on ridership are not considered part of this contribution.

Operators that receive less funding in FY2023-24 than their standardized FY2024-25 shortfall due to the limits stemming from the RM3 Policies and Procedures will receive the remainder of their standardized shortfall needs in FY2024-25 through an allocation of RM3 Operating funds, SB 125 funds, or other regional funding sources.

### **Funding Availability**

MTC's RM3 Operating Policies and Procedures state that MTC will adopt a project specific budget for RM3 operating funds prior to allocation. The proposed FY2023-24 programming levels are consistent with Bay Area Toll Authority (BATA) revenue projections for RM3. However, should actual revenues be lower than budgeted revenues, revisions to programming will be necessary to stay within the statutory 16 percent maximum. Operators will continue to have flexibility to direct funding to any eligible service so funds can be used where operators determine they are most needed.

### **Issues:**

1. The proposed RM3 Express Bus program for FY2023-24 was developed to help address the needs of transit operators facing fiscal challenges and to help MTC adhere to the commitment made to the State to ensure near-term public transit sustainability in exchange for SB125 funding. MTC expects that the RM3 Express Bus program will change from year to year until transit operating funding becomes more certain. In budgeting, transit operators should not expect funding levels for the program to be fixed.

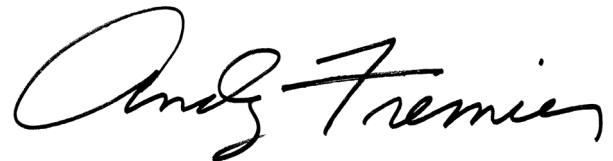
2. Over the period spanning FY2018-19 to FY2021-22, roughly \$24 million in RM3 funding for express bus operations was accrued but not disbursed while RM3 was under legal challenge. Now that legal challenges have been dismissed, MTC is able to disburse this funding to eligible recipients. This funding is anticipated to be used to support operators facing a fiscal cliff, representing a portion of MTC's commitment of up to \$300 million in regional dollars to supplement state funding to address projected near-term transit operator shortfalls. Staff will return to PAC at a later date to request approval of allocations of escrowed RM3 Operating Program funds, following further coordination with operators and assessment of operator needs.

**Recommendation:**

Refer MTC Resolution No. 4625, Revised and 4626, Revised to the Commission for approval.

**Attachments:**

- MTC Resolution No. 4625, Revised
- MTC Resolution No. 4626, Revised
- Presentation



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Andrew B. Fremier

Date: December 20, 2023  
W.I.: 1255  
Referred by: PAC  
Revised: 03/27/24-C

ABSTRACT

Resolution No. 4625, Revised

This resolution adopts the Regional Measure 3 (RM3) Operating Program for FY2023-24.

This resolution includes the following attachment:

Attachment A – FY2023-24 RM3 Operating Program – Streets and Highways Code  
30914.7(c)

Attachment A was revised on March 27, 2024 to incorporate programming amounts for sponsors of Express Bus operating projects.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheets dated December 13, 2023 and March 13, 2024.

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

RE: Adoption of FY2023-24 RM3 Operating Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4625

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

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

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

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

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

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

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

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

WHEREAS, MTC has developed guidelines for the programming and use of the RM3 funds for operating support of transit projects, and

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM3 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM3 operating subsidy amounts for FY2023-24, as outlined in Attachment A and incorporated herewith as though set forth at length; and, be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$200,000 for each project, in consultation with the affected sponsor.

#### METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on December 20, 2023.

Date: December 20, 2023  
W.I.: 1255  
Referred by: PAC  
Revised: 03/27/24-C

**Attachment A**  
**MTC Resolution No. 4625**

**FY 2023-24 RM3 Operating Program -- Streets and Highways Code 30914.7(c)**

		<b>Program Amount</b>		
<b>Project #</b>	<b>Project Name</b>	<b>Sponsor</b>	<b>Service (note 1)</b>	<b>(notes 2,3)</b>
1	Transbay Terminal	TJPA	Terminal Operations	\$ 2,990,080
		AC Transit	Express Bus	\$ 6,168,059
		CCCTA	Express Bus	\$ 22,630
		GGBHTD	Express Bus	\$ 2,181,768
		LAVTA	Express Bus	\$ 915,829
2	Regional Express Bus	NVTA	Express Bus	\$ 678,760
		SolTrans	Express Bus	\$ 655,951
		ECCTA	Express Bus	\$ 526,491
		WestCAT	Express Bus	\$ 350,512
<b>Total</b>				<b>\$ 11,500,000</b>
3	Ferry Service	WETA	Ferry Service	\$ 8,700,450
<b>Grand Total</b>				<b>\$ 23,190,530</b>

**Notes:**

1. Transit operators will be provided increased flexibility for FY 2023-24 to use funds on eligible service to accommodate changing service demand. Sponsors listed for Project 2 must dedicate RM3 operating program funds to their highest ridership express bus routes that serve an intended bridge corridor/s and/or provide a direct connection to BART. Before allocating funds, MTC staff and project sponsor will confirm route eligibility.
2. Amounts shown are subject to approval of the FY 2023-24 BATA Budget and funding availability.
3. Reimbursement is contingent upon execution of the RM3 Operating Agreement between MTC and individual project sponsors. Sponsors should contact MTC for the latest Operating Agreement form.

Date: December 20, 2023  
W.I.: 1255  
Referred by: PAC  
Revised: 01/24/24-C  
03/27/24-C

ABSTRACT

Resolution No. 4626, Revised

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

This resolution includes the following attachment:

Attachment A – FY2023-24 Allocation of Regional Measure 3 Funds for Operating Program

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

Attachment A was revised on January 24, 2024 to allocate funds to the Transbay Joint Powers Authority.

Attachment A was revised on March 27, 2024 to allocate funds to the Alameda-Contra Costa Transit District and the Golden Gate Bridge, Highway and Transportation District.

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheet dated December 13, 2023, January 10, 2024, and March 13, 2024.

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4626

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

The above resolution was entered into  
by the Metropolitan Transportation  
Commission at the regular meeting  
of the Commission held in San Francisco,  
California and at other remote locations,  
on December 20, 2023.

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

1. Funding for each route is limited to the amount identified in the FY2023-24 RM3 Operating Program (MTC Resolution 4625).
2. Allocation amounts may be reduced in order to stay within the statutorily mandated RM3 operating program limit of 16% of annual revenue [SHC Section 30914.7(c)].
3. Payment of RM3 operating funds may be limited to no more than 1/12 of the allocated amount monthly.

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number
WETA	Ferry Service	\$ 8,700,450	01	12/20/23	3
TJPA	Transbay Terminal	\$ 2,990,080	02	01/24/24	1
AC Transit	Express Bus Service	\$ 6,168,059	02	03/27/24	2
GGBHTD	Express Bus Service	\$ 2,181,768	03	03/27/24	2
Total		\$ 20,040,357			



Image Credit: AC Transit

# FY24 RM3 Operating Program Funding for Express Bus



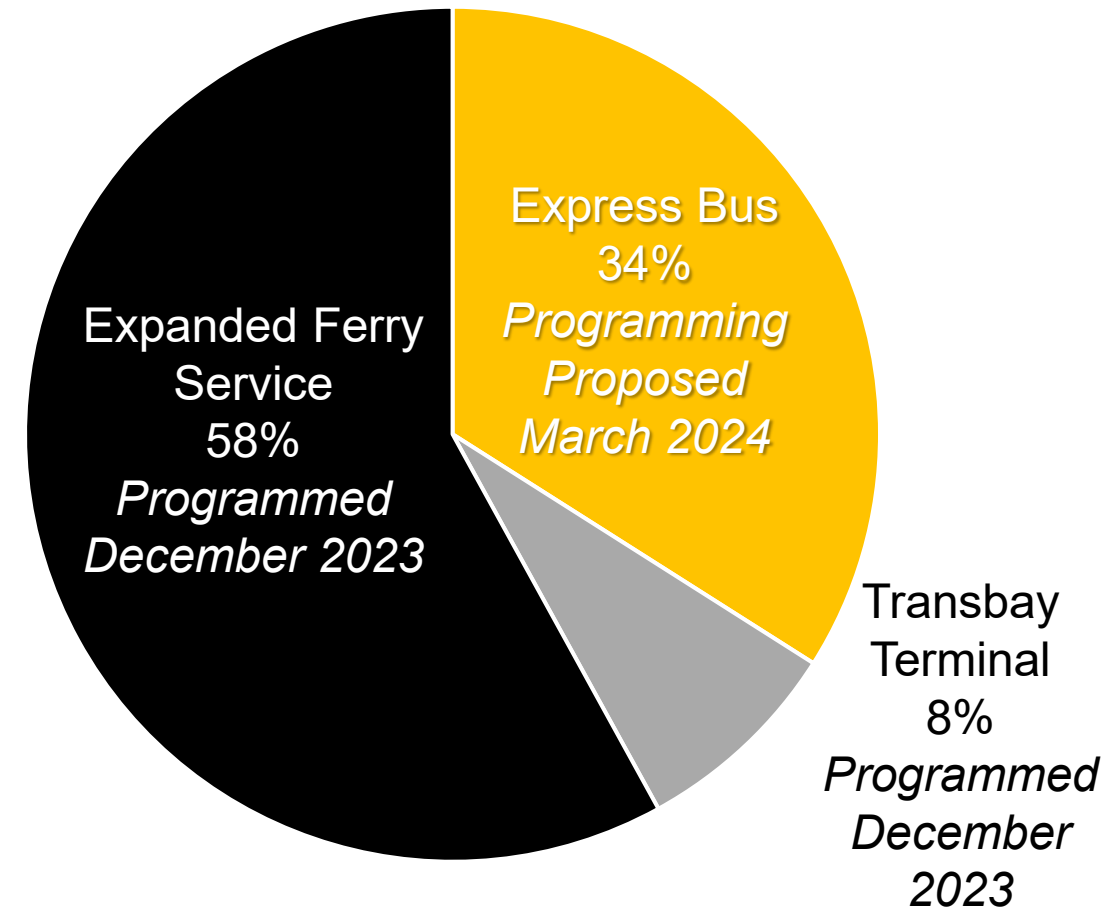
METROPOLITAN  
TRANSPORTATION  
COMMISSION

MTC Programming & Allocations Committee  
March 13, 2024  
Raleigh McCoy

# Operating Program Overview

- Maximum of 16% of RM3 revenues annually for operating assistance
- Statute identifies sponsors for Transbay Terminal (TJPA) and Expanded Ferry Service (WETA), but not for Regional Express Bus
- Supports existing, more frequent, or new operations

RM3 Operating Program  
(16% Annual RM3 Revenue)



# Proposed FY2023-24 RM3 Express Bus Programming Methodology

- An estimated \$11.5 million will be available for the RM3 Express Bus Operating Program in FY2023-24
- First, each operator would receive RM3 funding equal to their FY2024-25 standardized shortfall
- Remaining funding would be distributed across eligible operators based on the operator's share of regional Express Bus ridership
- Where applicable, RM3 funding would be limited per the Policies and Procedures (MTC Resolution No. 4404), such that RM2 and RM3 funding combined do not exceed the total cost of operating RM3-eligible service less fare revenue

# Proposed FY2023-24 RM3 Express Bus Programming Levels

Operating Program Sponsor	FY2024-25 Standardized Shortfall	Express Bus Ridership (FY2021-22 Actuals)	FY2023-24 RM3 Funding (\$)	FY2023-24 RM3 Funding (%)
AC Transit	\$4,000,000	1,285,960	\$6,168,059	54%
County Connection	\$0	13,423	\$22,630	<1%
Golden Gate Transit*	\$2,838,216	105,593	\$2,181,768	19%
LAVTA	\$896,636	11,384	\$915,829	8%
Napa Vine*	\$1,484,513	33,744	\$678,760	6%
SolTrans	\$0	389,070	\$655,951	6%
Tri Delta Transit	\$502,927	13,977	\$526,491	5%
WestCAT	\$0	207,902	\$350,512	3%
<b>Total</b>	<b>\$9,722,292</b>	<b>2,061,053</b>	<b>\$11,500,000</b>	<b>100%</b>

\* = RM3 funding capped so that the amount of RM2 and RM3 funding allocated does not exceed cost of operating RM2/RM3-eligible service, less fares. The remainder of FY2024-25 shortfalls will be covered in FY2024-25.



# Other Considerations

## Future RM3 Operating Program Funding Levels

- FY2023-24 programming supports MTC's commitment to the state to ensure near-term financial sustainability of transit by directly addressing projected shortfalls
- Transit operators should expect year to year variation in RM3 funding levels in response to shifting needs

## Escrowed RM3 Funds (\$24M Generated Between FY19 and FY22)

- These funds could be included as part of the \$300M regional contribution to address operator shortfalls
- Staff will return to PAC to request approval of allocation of these funds following further coordination and analysis



# Staff Recommendation

- Staff recommend referral of MTC Resolution Nos. 4625, Revised and 4626, Revised to the Commission for approval



Image Credit: Golden Gate Bridge, Highway and Transportation District



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0270      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 2/1/2024      **In control:** Programming and Allocations Committee  
**On agenda:** 3/13/2024      **Final action:**  
**Title:** MTC Resolution Nos. 4444, Revised and 4510, Revised. Transit Capital Priorities Policy and Program Revisions FYs 2021-22 - 2023-24.

Update of Transit Capital Priorities (TCP) Process and Criteria and programming of \$77.6 million in FTA Formula Revenue funding for FYs 2021-22 through 2023-24, for transit operator state-of-good-repair consistent with the TCP Process and Criteria.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4a 24-0270 Summary Sheet TCP Update.pdf](#)  
[4a 24-0270 Attachment A TCP Policy Program Detail.pdf](#)  
[4a 24-0270 MTC Resolution No 4444.pdf](#)  
[4a 24-0270 MTC Resolution No 4510.pdf](#)  
[4a 24-0270 TCP Policy and Programming Presentation.pdf](#)

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

MTC Resolution Nos. 4444, Revised and 4510, Revised. Transit Capital Priorities Policy and Program Revisions FYs 2021-22 - 2023-24.

Update of Transit Capital Priorities (TCP) Process and Criteria and programming of \$77.6 million in FTA Formula Revenue funding for FYs 2021-22 through 2023-24, for transit operator state-of-good-repair consistent with the TCP Process and Criteria.

**Presenter:**

Margaret Doyle

**Recommended Action:**

Commission Approval

**Attachments:** List any attachments.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**March 13, 2024**

**Agenda Item 4a - 24-0270**

**MTC Resolution Nos. 4444, Revised and 4510, Revised.  
Transit Capital Priorities Policy and Program Revisions FYs 2021-22 - 2023-24**

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**Subject:**

Update of Transit Capital Priorities (TCP) Process and Criteria and programming of \$77.6 million in FTA Formula Revenue funding for FYs 2021-22 through 2023-24, for transit operator state-of-good-repair consistent with the TCP Process and Criteria.

**Background:**

This item proposes several updates to the TCP Process and Criteria, both to conform with Census 2020-induced changes to the Urbanized Areas (UZAs) and to address ongoing issues with the Policy's bus/van pricelist relative to high-cost inflation in the bus market. Additionally, this item proposes updates to the FYs 2021-22 through 2023-24 programming of Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula and 5337 State of Good Repair Funds, including the distribution of remaining balances to support transit capital replacement and rehabilitation projects and maintenance and operating costs. MTC is the designated recipient of these FTA formula funds for the large UZAs in the region and has been authorized by Caltrans to select projects and recommend funding allocations for the small UZAs.

**Policy Changes**

The TCP Process and Criteria (the Policy) governs the TCP program of projects to fund basic capital requirements and maintain reasonable fairness to all operators, both through incorporation of federal requirements and MTC-specific rules. Several aspects of the policy are updated via this item: Fixed Guideway spend-down timeline, a new timely obligation of funds policy, UZA eligibility, Fixed Guideway caps, and an interim policy for bus and van purchases in FYs 2021-22 through 2023-24. Details on the spend-down timeline, timely obligation of funds policy, and UZA eligibility can be found in Attachment A to this memo.

*Fixed Guideway Caps:* In September 2022, this body approved a 20% increase to the Fixed Guideway cap, due to increased funding levels for FTA Section 5337 State of Good Repair funds from the Bipartisan Infrastructure Law and ongoing need in the region for these projects,

representing an approximately \$23 million per year increase over the existing \$121 million Fixed Guideway cap. For FYs 2021-22 and 2022-23, a flat 20% increase per operator was applied to the original Fixed Guideway caps; today, staff proposes updates to the TCP Process and Criteria (MTC Resolution No. 4444) and TCP program for FY 2023-24 (MTC Resolution No. 4510) to program the increase to the operators based on updated Fixed Guideway Cap shares. Additional programming detail can be found in Attachment A to this memo.

*Interim Bus/Van Pricelist Policy:* This item proposes the incorporation of a new interim policy for bus and van purchases in FYs 2021-22 through 2023-24 to address vehicle pricing that has far outpaced the TCP Process and Criteria's established bus/van pricelists. Under the TCP Process and Criteria, requests for funding for buses and vans cannot exceed the prices in the Regional Bus-Van Pricelist. Pricing for all types of buses have seen high inflation, especially on zero-emission buses, making both the region's ability to maintain transit state of good repair and to transition to an all zero-emission fleet more challenging. The pricelist was last updated in 2020 and was developed through a subcommittee of the Transit Finance Working Group based on a survey of prices paid by operators in the Bay Area. Staff recommend that a new pricelist be developed and adopted for the FYs 25-26 TCP, and in today's item, propose an interim approach for FYs 22-24 programming be incorporated into the TCP Process and Criteria (MTC Resolution No. 4444). The interim approach allows operators to increase funding by up to 20% for each vehicle. More details on the interim policy and its application can be found in Attachment A to this memo.

### **Programming Set-Asides**

Today's item, after updating the operators' Fixed Guideway cap funding levels in MTC Resolution No. 4444, proposes specific programming recommendations for FY 2023-24 for both the Fixed Guideway cap and the ZEB Infrastructure Set-Aside (MTC Resolution No. 4510). \$20.5 million in Fixed Guideway cap programming funding includes rail replacement, train control, ferry fixed guideway connectors, and other state of good repair programming; \$16.5 million in ZEB infrastructure funds go toward charging equipment and infrastructure. Programming detail can be found in Attachment A to this memo.

**Other Updates to FYs 2021-22 through 2023-24 TCP Programming**

The programming updates proposed for the FYs 2021-22 through 2023-24 TCP include updates, as requested, by County Connection (CCCTA), Soltrans, VTA, and MTC Staff. These requests reprogram \$42.5 million and program \$40.6 million from unprogrammed balances, and include funds for VTA to purchase pilot light rail vehicles (via preventive maintenance fund swap) and fund several state of good repair projects, CCCTA to change their bus technology for FY 2023-24 vehicles, Soltrans to program available balances toward operating assistance, and MTC to designate \$1.4 million of the \$13.8 million Blue Ribbon Transit Transformation Plan funds specifically to Mapping and Wayfinding. Programming detail can be found in Attachment A to this memo.

**Next Steps**

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

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

**Issues:**


None.

**Recommendation:**

Staff recommends referral of MTC Resolutions 4444 and 4510, Revised, to the Commission for approval. Staff will return to this Committee in the coming months for any additional programming.

**Attachments:**

- Attachment A: TCP FYs 2021-22 through 2023-24 Programming Detail
- MTC Resolution No. 4444, Revised (TCP Process and Criteria)
- MTC Resolution No. 4510, Revised (TCP FTA Program FY22-FY24)



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Andrew B. Fremier

**Attachment A: Transit Capital Priorities Policy and Program Revisions FYs 2021-22 - 2023-24 Detail**

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This supplemental memo provides additional detail and background on the changes to the TCP Process and Criteria and the programming of \$77.6 million in FTA Formula Revenues.

**Policy Updates:**

The TCP Process and Criteria (MTC Resolution No. 4444) governs the TCP program of projects to fund basic capital requirements and maintain reasonable fairness to all operators, both through incorporation of federal requirements and MTC-specific rules. Several aspects of the policy are updated via this item: Fixed Guideway spend-down timeline, a new timely obligation of funds policy, UZA eligibility, Fixed Guideway caps, and an interim policy for bus and van purchases in FYs 2021-22 through 2023-24.

**Fixed Guideway Caps (FG)**

In September 2022, this body approved a 20% increase to the Fixed Guideway cap, due to increased funding levels for FTA Section 5337 State of Good Repair funds from the Bipartisan Infrastructure Law and ongoing need in the region for these projects, representing an approximately \$23 million per year increase over the existing \$121 million Fixed Guideway cap. For FYs 2021-22 and 2022-23, a flat 20% increase per operator was applied to the original Fixed Guideway caps; today, staff proposes updates to the TCP Process and Criteria (MTC Resolution No. 4444) to reflect the below proposed cap amounts.

<b>Operator</b>	<b>Former FG Cap: \$121,000,000</b>	<b><i>FG Cap Increase:</i> \$23,121,930</b>	<b>Proposed FG Cap: \$144,121,929</b>
ACE	\$1,594,000	\$208,017	\$1,802,017
BART	52,646,000	14,201,732	66,847,732
Caltrain	13,673,000	1,784,327	15,457,327
GGBHTD	5,350,000	698,175	6,048,175
SFMTA	33,324,000	4,348,782	37,672,782
VTA	8,103,000	1,057,442	9,160,442
WETA	6,310,000	823,455	7,133,455

The proposed FG caps are determined by identifying each operator's share of the region's fixed guideway need projections (per Plan Bay Area 2050). ACE's share of the total need is calculated

separately, due to Union Pacific owning their track. Ultimately, while most operators' absolute need did increase – the region's projected FG needs went up from \$14.5 billion to \$24.3 billion – the FG caps are calculated based on the share of the total need, thus reflecting the relative need. The only operator with a reduction in total need is Caltrain, primarily due to recent state of good repair investments including the electrification project. Per the Policy, no agency's cap can be reduced by more than 5% in this adjustment, regardless of how much their share of the total need falls. In keeping with past practice, in order to keep reductions capped at 5% while simultaneously not capping any given operator's increased share of the total cap, the total cap amount increases slightly, from \$143.9 million to \$144.1 million. The following table illustrates the change from the interim 20% FG cap increase in place for FYs 22 and 23.

<b>Operator</b>	<b>Interim FG Cap</b>	<b>Proposed FG Cap</b>	<b>Change</b>	<b>% Change</b>
ACE	1,896,860	1,802,017	(94,843)	-5.0%
BART	62,648,740	66,847,732	4,198,992	6.7%
Caltrain	16,270,870	15,457,327	(813,870)	-5.0%
GGBHTD	6,366,500	6,048,175	(318,325)	-5.0%
SFMTA	39,655,560	37,672,782	(1,982,778)	-5.0%
VTa	9,642,570	9,160,442	(482,129)	-5.0%
WETA	7,508,900	7,133,455	(375,445)	-5.0%
<b>Total</b>	<b>143,990,000</b>	<b>144,121,929</b>	<b>131,929</b>	<b>0.1%</b>

### Urbanized Area (UZA) Updates

Due to the transition of the Concord UZA and Livermore UZAs to the new Concord-Walnut Creek UZA and the Livermore-Pleasanton-Dublin UZA based on 2020 Census data, the TCP's UZA eligibility chart and ADA formulas are proposed for updates. While the UZAs are largely similar, some lines have been redrawn such that eligible operators have changed. The most prominent change is around the Contra Costa/Alameda county line in the Tri-Valley area. BART will now draw from a fourth UZA, Livermore-Pleasanton-Dublin (LIV), as the Census Bureau has shifted eastern Alameda county into that UZA. Altamont Corridor Express (ACE) will only draw from the new Livermore-Pleasanton Dublin UZA and the San Francisco-Oakland UZA, and will no longer be eligible for Concord funds. In addition to the UZA changes, 2022 NTD data has been utilized to re-calculate each operator's share of the program's 10% ADA set-aside,

based on a formula that incorporates annual demand response operating expenses and ridership, as well as annual overall ridership. The policies and procedures governing UZA eligibility and the new ADA set-aside formulas are proposed for incorporation into the TCP Process and Criteria. Further detail is found in MTC Resolution No. 4444.

**Table 1. Urbanized Area Eligibility**

<b>Urbanized Area</b>	<b>Eligible Transit Operators</b>
San Francisco-Oakland	AC Transit, ACE, BART, Caltrain, GGBHTD, Marin County Transit District, SFMTA, SamTrans, SMART, Union City Transit, Water Emergency Transportation Authority, WestCAT
San Jose	ACE, Caltrain, VTA
Concord-Walnut Creek	<del>ACE</del> , BART, CCCTA, LAVTA
Antioch	BART, ECCTA
Livermore-Pleasanton-Dublin	ACE, BART, LAVTA
Santa Rosa	GGBHTD, Santa Rosa City Bus, SMART, Sonoma County Transit
Vallejo	Napa Vine on behalf of American Canyon, Solano County Transit
Fairfield	FAST (formerly Fairfield-Suisun Transit)
Vacaville	Vacaville Transit
Napa	Napa VINE
Gilroy-Morgan Hill	Caltrain, VTA
Petaluma	GGBHTD, Petaluma Transit, Sonoma County Transit

### **Fixed Guideway Spend-down and Timely Obligation of Funds**

The policy is updated with this item to reflect the next set of spend-down targets and dates (now reflecting program years FY 2024-25 through 2028-29, and referring to fixed guideway programming obligated (placed in an approved FTA grant) in federal FY 2021-22 or earlier. Additionally, the policy is updated to add timely obligation of funds guidelines.

### **Proposed FY2024-25 to FY2028-29 Program Grant Spend-Down Policy**



The language surrounding the fixed guideway spend-down policy remains the same, with the following updated chart added in:

Program Year	Basis for Balance	Spend-Down Target	Spend-Down Period
FY2024-25	Undisbursed balance of FG grants awarded FFY2017-18 or earlier, as of 9/2020	Remaining balance, as of 9/2023	9/2023 to 9/2024
FY2025-26	Undisbursed balance of FG grants awarded FFY2021-22 or earlier, as of 9/2024	1/4 of balance, as of 9/2024	9/2024 to 9/2025
FY2026-27		1/3 of remaining balance, as of 9/2025	9/2025 to 9/2026
FY2027-28		1/2 of remaining balance, as of 9/2026	9/2026 to 9/2027
FY2028-29		Remaining balance, as of 9/2027	9/2027 to 9/2028

### Proposed FY2024-25 to FY2029-30 Program Timely Obligation of Funds Policy

The proposed Timely Obligation of Funds provision in the policy will require operators, by January 31 of the year funds will lapse, to: obligate programmed funds; signal intention that the operator will obligate by September 30; or request a voluntary deferral of those funds. Voluntary deferrals will be programmed in the year of the operator's choosing, programmed as a prior-year commitment. This policy encourages operators to be proactive about obligating funds, or defer as needed, and will eliminate the risk of lapsing funds by systematizing their re-programming, ensuring their obligation. This policy aligns with federal requirements: Section 5307 funds must be obligated by the year of apportionment plus five years, and Section 5337 and Section 5339 funds must be obligated by the year of apportionment plus three years, as detailed below:

Program Year	Lapsing Funds Program Year	Deadline to Obligate or Defer	Funds Lapse
FY2024-25	FFY 2019-20 – 5307 FFY 2021-22 – 5337/5339	1/2025	9/30/2025
FY2025-26	FFY 2020-21 – 5307 FFY 2022-23 – 5337/5339	1/2026	9/30/2026
FY2026-27	FFY 2021-22 – 5307 FFY 2023-24 – 5337/5339	1/2027	9/30/2027

FY2027-28	FFY 2022-23 – 5307 FFY 2024-25 – 5337/5339	1/2028	9/30/2028
FY2028-29	FFY 2023-24 – 5307 FFY 2025-26 – 5337/5339	1/2029	9/30/2029
FY2029-30	FFY 2024-25 – 5307 FFY 2026-27 – 5337/5339	1/2030	9/30/2030

### Interim Bus/Van Pricelist Policy

This item proposes the incorporation of a new interim policy for bus and van purchases in FYs 2021-22 through 2023-24 to address vehicle pricing that has far outpaced the TCP Process and Criteria's established bus/van pricelists. Under the TCP Process and Criteria, requests for funding for buses and vans cannot exceed the prices in the Regional Bus-Van Pricelist. Pricing for all types of buses have seen high inflation, especially on zero-emission buses, making both the region's ability to maintain transit state of good repair and to transition to an all zero-emission fleet more challenging. The rising cost of buses is of paramount concern both regionally and nationally; the recently announced FY24 federal discretionary bus programs (Low and No Emission Grant Program and Bus and Bus Facilities Program) are placing a new priority on efforts to reduce bus costs through large joint procurements and/or procurements of standardized bus models.

The current pricelist was last updated in 2020, and was developed through a subcommittee of the Transit Finance Working Group based on a survey of prices paid by operators in the Bay Area. The bus/van pricelist subcommittee convened in April, May, and August 2023. Operators completed a survey of recent procurements and quotes, and staff gathered data from operators with bus or van purchases programmed in FYs 22-24 to understand each operator's plan and identify how to accommodate vehicle purchases within the current TCP program period. Based off this work, staff recommends that a new pricelist be developed to be put into place for the TCP in FY 2024-25 and beyond, and propose an interim approach for FYs 22-24 programming to be incorporated into the TCP Process and Criteria (MTC Resolution No. 4444).

In general, staff recommends a 20% increase in TCP programming for each bus included for replacement in the FYs 22-24 program. This can take place two ways:

- a. In UZAs where balances are available, staff will work with operators to add up to 20% additional TCP funding to each bus, more closely reflecting an 80% FTA funding level for the true cost of buses today.
- b. In UZAs with insufficient balances, operators may work within their existing programming to have an up to 20% higher TCP contribution per bus, and defer up to 20% of their planned bus purchases. Deferral of buses will be voluntary and deferred replacements will be treated equally with all other score-16 project requests in the desired year of programming (i.e., replace 80 of 100 planned replacements now at the increased cost, and program remaining 20 buses in a later programming year at that year's increased pricelist amount).

A one size fits all approach is complex due to the nature of the TCP, particularly due to operator eligibility in different UZAs –operators in the competitive San Francisco-Oakland (SF-O), Concord (CON), and Antioch (ANT) UZAs are in a different position than the rest. This option – 20% over pricelist, or 20% deferral – aims to balance the competing needs of keeping the policy exception simple, applicable to all operators, and reasonably fair. In no case shall the federal amount programmed to an operator exceed 80% of the actual bus cost. Staff recommend incorporation of the 20% increase/20% deferral interim option into the TCP Policy in March, and will return to this body to program ensuing changes in the coming months, as operators determine the best fit for their fleet procurements.

Considering the high level of competition for score-16 needs in the region, future vehicle procurements may involve further analysis regarding actual service provided, spare ratios, miles in service, and other factors related to fleet size and vehicle replacement to ensure all procurements demonstrate replacement need. Relatedly, staff may initiate discussion on the compensation for deferred replacement policy. MTC staff will continue analysis on vehicle procurement policies before incorporation into the TCP Policy.

#### **TCP FYs 2021-22 through 2023-24 Programming Updates**

The TCP programs FTA formula funds and other regional revenues for transit capital maintenance and rehabilitation. The main goals of the program are to fund basic capital requirements to achieve and maintain a state of good repair, to maintain reasonable fairness to all

the operators in the region, and to complement the other MTC funding programs. In May 2022, the Commission approved set-asides of approximately \$23 million and \$20 million annually for a fixed guideway (FG) cap increase and a Zero Emission Bus (ZEB) Infrastructure Set-Aside program, respectively. Today's item programs out those set-asides, as requested by operators via calls for projects, and makes other programming changes as requested by operators.

### **Zero-Emission Bus (ZEB) Infrastructure Set-Aside Programming**

With direction from the Commission in May 2022, staff set aside \$20 million for the ZEB Infrastructure Set-Aside program. The annual set-aside per UZA was calculated first, based on each UZA's proportional share of 5339 (Bus and Bus Facility) programming. The table below shows prior year programming, the \$16.5 million of programming to operators in FY 2023-24, and \$6 million in deferrals for FY 2023-24 (\$9.4 million total). The Antioch UZA was allocated \$1 million annually to Tri-Delta Transit (ECCTA), which they deferred to FY 2024-25.

<b>UZA</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>3-Year Total</b>
SF-O	\$ 16,624,154	\$ 15,470,891	\$ 15,470,891	\$ 48,719,199
CON	\$ 1,478,019	\$ 530,159	\$ 1,060,318	\$ 6,024,531
ANT				
	\$ 18,102,172	\$ 16,001,050	\$ 16,531,209	\$ 50,634,431*

\* 3-year total not equal to \$60 M due to \$9.4 M in deferrals.

A call for projects was released to eligible operators in January 2024, informing operators of their share of the set-aside. Each operator's share was calculated based on their share of the total bus fleet, per the Regional Transit Capital Inventory, as a proxy for overall need. Below shows the \$19.6 million of programming in FY 2023-24, as well as \$3 million in deferrals.

<b>Operator</b>	<b>UZA</b>	<b>Project</b>	<b>ZEB Set-Aside Amount</b>
AC Transit	SF-O	Construction of Hydrogen Fueling Infrastructure	\$5,557,743
LAVTA	CON	LAVTA Atlantis Facility*	1,060,318
Marin	SF-O	ZEB Charging Infrastructure	693,184
SFMTA	SF-O	Facility Development – Battery Electric Buses	6,312,271
SamTrans	SF-O	South Base Near-Term Battery Electric Bus (BEB) Charging Infrastructure	2,907,693
<b>TOTAL FY 2023-24 ZEB Infrastructure Set-Aside Programming</b>			<b>\$16,531,209</b>
			<i>Deferrals</i>
CCCTA	CON	<i>Deferred to FY 2024-25</i>	\$1,478,018

ECCTA	ANT	<i>Deferred to FY 2024-25</i>	3,035,628
GGBHTD	SF-O	<i>Deferred to FY 2024-25</i>	1,012,172
Union City	SF-O	<i>Deferred to FY 2024-25</i>	141,091
WestCAT	SF-O	<i>Deferred to FY 2024-25</i>	355,794
<b>TOTAL FY 2023-24 Set-Aside Deferrals</b>			<b>\$ 6,022,700</b>
<b>TOTAL</b>			<b>\$22,553,909</b>

*\*LAVTA's FY 2023-24 programming includes their FY 2021-22 deferral.*

CCCTA, ECCTA, GGBHTD, Union City, and WestCAT elected to defer to later years of the program. ECCTA, as the only bus operator in the Antioch UZA, had already indicated deferral of its three-year set-aside until FY 2024-25. These funds remain as unprogrammed balances in the SF-O, CON, and ANT UZAs. Staff is closely tracking these deferrals such that they will be fully restored to the operators when the operators request to program them.

### **Fixed Guideway Cap Programming**

In September 2022, this body approved a 20% increase to the Fixed Guideway cap, due to increased funding levels for FTA Section 5337 State of Good Repair funds from the Bipartisan Infrastructure Law and ongoing need in the region for these projects, representing an approximately \$23 million per year increase over the existing \$121 million Fixed Guideway cap. For FYs 2021-22 and 2022-23, a flat 20% increase per operator was applied to the original Fixed Guideway caps; today, staff proposes updates to the TCP Process and Criteria (MTC Resolution No. 4444) and TCP program for FY 2023-24 (MTC Resolution No. 4510) to program the increase to the operators based on updated Fixed Guideway Cap shares.

<b>Operator</b>	<b>Former FG Cap: \$121,000,000</b>	<b>FG Cap Increase: \$23,121,930</b>	<b>Proposed FG Cap: \$144,121,929</b>
ACE	\$1,594,000	\$208,017	\$1,802,017
BART	52,646,000	14,201,732	66,847,732
Caltrain	13,673,000	1,784,327	15,457,327
GGBHTD	5,350,000	698,175	6,048,175
SFMTA	33,324,000	4,348,782	37,672,782
VTA	8,103,000	1,057,442	9,160,442
WETA	6,310,000	823,455	7,133,455

Programming detail can be found below.

Operator	Project	FY 2024 FG Programming (March 2022)	FG Cap Increase	FY 2024 FG Programming (TOTAL)
ACE	ACE Capitalized Maintenance	\$1,594,000	\$175,747	\$1,769,747
	<i>Share of Blue Ribbon Swap<sup>1</sup></i>	-	32,270	32,270
<b>ACE</b>		<b>1,594,000</b>	<b>208,017</b>	<b>1,802,017</b>
BART	Train Control Renovation	10,240,000	6,041,732	16,281,732
	Traction Power System Renovation	10,240,000	6,320,000	16,560,000
	Rail, Way, and Structures Program	17,406,000	-	17,406,000
	Fare Collection Program	6,360,000	840,000	7,200,000
	Elevator Renovation Program	7,000,000	1,000,000	8,000,000
<b>BART</b>		<b>51,246,000</b>	<b>14,201,732</b>	<b>65,447,732</b>
Caltrain	Systemwide Track Rehabilitation	12,320,631	3,704,796	16,025,427
	Comm. System/Signal Rehab.	505,600	-	505,600
	<i>FY 24 Deferred Cap/March 2024 Programming</i>	846,769	(846,769)	-
	<i>Programming FY 23 Deferred Cap<sup>2</sup></i>	-	(1,073,700)	(1,073,700)
<b>Caltrain</b>		<b>13,673,000</b>	<b>1,784,327</b>	<b>15,457,327</b>
<b>GGBHTD</b>	<b>Ferry Major Component Rehabilitation</b>	<b>5,350,000</b>	<b>698,175</b>	<b>6,048,175</b>
SFMTA	Cable Car Infrastructure	6,000,000	-	2,483,000
	Overhead Line Rehabilitation	2,225,000	-	2,930,000
	Muni Rail Replacement	6,887,000	4,348,782	11,235,782
	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	18,212,000	-	24,272,000
<b>SFMTA</b>		<b>33,324,000</b>	<b>4,348,782</b>	<b>37,672,782</b>
VTA	HVAC Replacement Project	404,000	-	404,000
	Light Rail Station Rehabilitation FY24-25	4,296,000	-	4,296,000
	Fiber Optics Replacement Program	9,080,000	-	9,080,000
	Guadalupe Trainwash Replacement	3,376,000	-	3,376,000
	North 1st Street/Tasman Drive-EB Track Switch Addition Proj.-TSP Elements	440,000	-	440,000
	Traction Power Substation	13,386,886	-	13,386,886

<sup>1</sup> ACE indicated that \$32,270 of its \$335,130 Blue Ribbon swap amount be taken out if the total FY 2023-24 FG cap amount. For more detail, see PAC memo dated September 14, 2022.

<sup>2</sup> Caltrain originally opted to voluntarily defer \$846,769 of its FY 2023-24 FG cap amount and \$1,073,700 of its FY 2022-23 FG cap amount. The total, \$1,920,469, plus their \$1,784,327 FG cap increase, is programmed as part of Caltrain's FY 2023-24 program in today's action.

	Audio Frequency Train Activated Circuit (AFTAC) Replacement	2,400,000	-	2,400,000
	<i>FY 23 FG Cap Waiver<sup>3</sup></i>	<i>(25,279,886)</i>	<i>1,539,570</i>	<i>(24,222,444)</i>
<b>VTA</b>		<b>8,103,000</b>	<b>1,057,442</b>	<b>9,160,442</b>
WETA	Ferry Mid-Life Refurbishment – MV Taurus	3,929,200	-	1,810,560
	Ferry Major Component Rehabilitation	8,062,400	-	3,590,000
	Vessel Engine Injectors Replacement	222,600	-	1,089,600
	Ferry Channel Dredging - Vallejo Terminal	2,605,500	-	600,000
	Passenger Float Rehabilitation – Oakland Ferry Terminal	2,067,000	-	2,455,920
	Fixed Guideway Connectors	-	823,455	
	<i>Programming of Deferred Cap<sup>4</sup></i>	<i>(10,576,700)</i>	-	<i>(10,576,700)</i>
<b>WETA</b>		<b>6,310,000</b>	<b>823,455</b>	<b>7,133,455</b>

### Other Updates to FYs 2021-22 through FY 2023-24 TCP Programming

The programming updates proposed for the FYs 2021-22 through 2023-24 TCP include updates, as requested, by County Connection (CCCTA), Soltrans, VTA, and MTC Staff. These requests reprogram \$42.5 million and program \$40.6 million from unprogrammed balances. Details on each of the changes to the program follow:

- *County Connection (CCCTA)*: CCCTA had originally programmed 10 battery electric bus (BEB) replacements in FY 2023-24, but they will reprogram them to diesel to match their updated zero-emission vehicle rollout plan timeline. The 10 BEB replacements were budgeted at \$7.6 M, and updating to diesel using the pricelist price, the new programming will be \$4.7 M, adding \$2.9 M to unprogrammed balances in the CON

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<sup>3</sup> VTA is programmed 5337 funds above its \$8,103,000 cap. Original programming above the cap for FY 2023-24 was \$25,279,886, the FG cap increase thus reduces the size of the waiver to \$24,222,444. VTA staff requested and was granted a waiver of the cap due to additional funds available in the San Jose UZA after meeting other VTA funding needs and in recognition of the Caltrain funding agreement.

<sup>4</sup> WETA has opted to reinstate voluntarily deferred caps from prior years in the proposed program, \$10,576,700 of which is reinstated in FY 2023-24.

UZA. This bus purchase will be subject to the 20% increase/20% deferral proposal laid out above, and staff will likely propose a 20% increase in an April programming action.

- *VTA*: This item includes reprogramming of \$42.5 M in current programming and programming of \$26.3 M from unprogrammed balances for FG state of good repair projects; facilities improvements; and equipment replacements.
  - o Specifically, this item includes programming of \$15.3 M from unprogrammed balances to Preventive Maintenance, which VTA normally would have funded using local funds. They are performing an internal fund swap to use federal funds for Preventive Maintenance, and local funds to purchase two pilot next-generation light rail vehicles (LRVs), utilizing the Funding Exchange provision of the TCP Policy. Operators who wish to exchange a capital project for preventive maintenance funding to use their local or state funds to ease federal constraints or strictly as a financing mechanism may do so providing that the replacement asset funded with local funds is comparable to the asset being replaced and is maintained in service by the purchasing operator for its full useful life.

These pilot LRVs will be classified as replacements for two previous LRVs damaged beyond repair. VTA's strategy of piloting two LRVs allows them to test new technologies, find the best car size and configuration, and ultimately determine the best solution for a new fleet before committing to a full procurement to replace its entire fleet, which will begin to reach the end of its useful life in 2031.

- o VTA's other program updates reprogram \$42.5 million, including deferring \$15.3 million in bus purchases and updating their fixed guideway program to match current needs. Today's item programs \$33.0 million in fixed guideway state of good repair projects, including \$13.4 million for a replacement traction power substation and \$9.1 million to replace the fiber optic network at several light rail stations. Additional programming includes \$16.8 million toward the Cerone Operations Command and Control Center, \$7.1 million for safety enhancements



at grade crossings, and \$2.4 million to expand the Chaboya bus yard for electric and fuel cell vehicles.

- VTA's fixed guideway cap waiver decreases from \$25.3 million to \$24.2 million based on their increased fixed guideway cap.
- *Soltrans*: Soltrans has requested to program \$1.9 million in unprogrammed Vallejo UZA balances to Operating Assistance in FY 2022-23.
- *MTC*: In September 2022, \$13.8 million was set aside within the TCP program for MTC's Blue Ribbon Transit Transformation Plan. Today's item allocates \$1.4 million of those funds specifically to the Mapping and Wayfinding project, per MTC Resolution No. 4519.

### Next Steps

Staff plan to return to the Commission with programming principles, proposed programming of remaining balances, and, if needed, amendments to the TCP Policy in the coming months.

Amendments to the FYs 2021-22 through 2023-24 program will be brought to the Commission for consideration as appropriate.

Date: January 27, 2021  
W.I.: 1512  
Referred By: PAC  
Revised: 09/28/22-C 09/27/23-C  
03/27/24-C

ABSTRACT

Resolution No. 4444, Revised

This resolution approves the process and establishes the criteria for programming:

- Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities formula funds apportioned to the San Francisco Bay Area starting in FY 2020-21
- Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program, and
- Bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123), and
- Proceeds of financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP or CCCGP programs of projects.

This resolution includes the following attachment:

Attachment A - San Francisco Bay Area Transit Capital Priorities Process and Criteria  
for Development of the FY2020-21 and Future Transit Capital Priorities  
Project Lists

Attachment A of this resolution was revised on September 28, 2022 to add process and criteria information for the Zero Emission Bus Infrastructure Set-Aside program and update Fixed Guideway caps as directed by the Commission.

Attachment A of this resolution was revised on September 27, 2023 to clarify debt service project scoring and proportional reduction guidance, as well as to update the document throughout to reference both the FAST Act and the BIL.

## ABSTRACT

MTC Resolution No. 4444

Page 2

Attachment A of this resolution was revised on March 27, 2024 to update UZA eligibility and ADA formulas based on 2020 Census Data, update fixed guideway cap totals and the fixed guideway spend-down timeline, add a new timely obligation of funds policy, and incorporate an interim bus/van pricelist policy to address rising vehicle prices.

Further discussion of the Transit Capital Priorities Policy is contained in the MTC Programming and Allocations Committee Summary Sheets dated January 13, 2021, September 14, 2022, September 13, 2023, and March 13, 2024.

Date: January 27, 2021  
W.I.: 1512  
Referred By: PAC  
Revised: 09/28/22-C 09/27/23-C  
03/27/24-C

RE: San Francisco Bay Area Transit Capital Priorities Process and Criteria for Fiscal Years Starting FY2020-21

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4444

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

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

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a process and a set of criteria for the selection of transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria to be used in the selection and ranking of projects are set forth in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the Transit Capital Priorities (TCP) Process and Criteria as set forth in Attachment A; and, be it further

RESOLVED, that MTC will use the process and criteria to program Federal Transit Administration (FTA) Sections 5307, 5337 and 5339 funds or any successor programs for fiscal years starting in FY2020-21, Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program, bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123), and proceeds of financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP programs of projects to finance transit projects in the San Francisco Bay Area region; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations, on January 27, 2021.

Date: January 27, 2021  
W.I.: 1512  
Referred By: PAC  
Revised: 9/28/22-C 09/27/23-C

Attachment A  
Resolution No. 4444  
Page 1 of 50

**San Francisco Bay Area Transit Capital Priorities Process and Criteria**

**For Development of the FY2020-21 and Future  
Transit Capital Priorities Project Lists**

Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105

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## **I. BACKGROUND**

The Transit Capital Priorities (TCP) Process and Criteria applies to the programming of:

- Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities formula funds apportioned to the San Francisco Bay Area in FY2020-21 and beyond, until Commission passes a successor resolution,
- Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program, and
- Bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution No. 4123), and
- Financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP or CCCGP programs of projects.

The TCP Criteria are the rules, in part, for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region's large urbanized areas (UZAs) of San Francisco/Oakland, San Jose, Concord, Santa Rosa, and Antioch; and the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma.

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act into law. The FAST Act provides funding authorizations for FY2016 through FY2020. The Act maintains the same FTA formula programs as the previous authorization, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21). The FAST Act includes few modifications to FTA programs or policies. These modifications have been included in the TCP Criteria as appropriate. On November 15, 2021, President Biden signed the Bipartisan Infrastructure Law (BIL), increasing available formula funding in the 5307 and 5337 programs for Fiscal Years 2022 through 2026. The BIL includes no modifications to FTA programs or policies.

In December 2013, MTC adopted Resolution No. 4123 for the Transit Core Capacity Challenge Grant Program (CCCGP), which establishes a policy commitment of approximately \$7.4 billion in federal, state, regional and local funds to high-priority transit capital projects that will improve the capacity and state of good repair of transit services in the urban core of the region. The CCCGP will determine the TCP program amounts for certain projects and sponsors. A more detailed description of the CCCGP is provided on Page 39 of Attachment A to this resolution



## II. GOALS AND OBJECTIVES

The goal of the TCP Process and Criteria is to fund transit projects that are most essential to the region and consistent with Plan Bay Area 2040, the region's current long-range Regional Transportation Plan (RTP), and Plan Bay Area 2050, the updated RTP currently under development. The TCP Process and Criteria also implements elements of the Transit Sustainability Project recommendation (MTC Resolution No. 4060). Among the region's objectives for the TCP Process and Criteria are to:

*Fund basic capital requirements:* All eligible projects are to be considered in TCP Process and Criteria score order, with emphasis given to the most essential projects that replace and sustain the existing transit system capital plant. MTC will base the list of eligible replacement and expansion projects on information provided by the transit operators in response to a call for projects, or on information provided through the CCCGP. Operator-proposed projects should be based on Short Range Transit Plan (SRTP) service objectives or other board-approved capital plans. Requests for replacement/rehabilitation of assets should be consistent with FTA-required Transit Asset Management (TAM) plans. All projects not identified as candidates for the TCP Program are assumed to be funded by other fund sources and are so identified in operators' SRTPs or capital plans.

*Maintain reasonable fairness to all operators:* Tests of reasonable fairness are to be based on the total funding available to each operator over a period of time, the level and type of service provided, timely obligation of prior year grants, and other relevant factors. A proportional share distributed to each operator is specifically not an objective.

*Complement other MTC funding programs for transit:* MTC has the lead responsibility in programming regional Surface Transportation Program (STP) and Congestion Mitigation-Air Quality (CMAQ) funds, and State Transportation Improvement Program (STIP) funds. Transit capital projects are also eligible for funding under these federal and state programs. Development of the TCP Program of Projects ("TCP Program") will complement the programming of STP, CMAQ, and STIP funds to maximize the financial resources available in order to fund the most essential projects for the San Francisco Bay Area's transit properties.

### **III. FTA FORMULA FUNDS**

#### **A. TCP Application Process**

The Transit Finance Working Group (TFWG) serves as the forum for discussing the TCP Process and Criteria, the TCP Program of Projects, and other transit programming issues. Each transit operator in the MTC region is responsible for appointing a representative to staff the Transit Finance Working Group (TFWG). The TFWG serves in an advisory capacity to the MTC Partnership Technical Advisory Committee (PTAC). All major policy revisions and programming-related decisions are to be reviewed with PTAC. In general, the MTC Programming and Allocations Committee and the full Commission take action on the TCP Program and any other transit-related funding programs after the TFWG and PTAC has reviewed them.

#### **Capital Program Submittal**

For the purposes of programming, project sponsors will submit requests for funding in accordance with detailed instructions in MTC's call for projects. The level of detail must be sufficient to allow for MTC to screen and score the project.

#### **Board Approval**

MTC requires that operators seek board approval prior to programming projects in the TIP. The board resolution for FY2020-21 programming should be submitted by March 10, 2021, the planned date when the Programming and Allocations Committee will consider the proposed program. If a board resolution cannot be provided by this date due to board meeting schedule constraints, applicants should indicate in a cover memo with their application when the board resolution will be adopted. Appendix 1 is a sample resolution of board support.

#### **Opinion of Counsel**

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Appendix 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the FTA Section 5307, 5337, 5339, and/or STP/CMAQ programs; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided in Appendix 2.

#### **Screening projects**

MTC staff will evaluate all projects for conformance with the Screening Criteria (Section III) below. Certain requirements must be met for a project to reach the scoring stage of the Transit Capital Priorities process. Operators will be informed by MTC staff if a

project has failed to meet the screening criteria, and will be given an opportunity to submit additional information for clarification.

### **Scoring projects**

MTC staff will only score those projects that have passed the screening process. Based on the score assignment provided in Table 6, MTC staff will inform operators of the score given to each project. Operators may be asked to provide additional information for clarification.

### **Programming Projects/Assigning projects to fund source**

Projects passing screening and scoring criteria will be considered for programming in the TCP Program in the year proposed, however, projects will only be programmed in the Transportation Improvement Program (TIP) if the following conditions are met: 1) funding is available in the year proposed, and 2) funds can be obligated by the operator in the year proposed. Project fund sources will be assigned by MTC staff and will be based on project eligibility and the results of the Multi-County Agreement model.

### **FTA Public Involvement Process and the TIP**

*FTA Public Involvement Process:* To receive an FTA grant, a grant applicant must meet certain public participation requirements in development of the FTA programs. As provided for in FTA Circular 9030.1E (revised January 16, 2014), FTA considers a grantee to have met the public participation requirements associated with the annual development of the Program of Projects when the grantee follows the public involvement process outlined in the FHWA/FTA planning regulations for the TIP. In lieu of a separate public involvement process, MTC will follow the public involvement process for the TIP.

*Annual Programming in the TIP:* MTC, in cooperation with the state and eligible transit operators, is required to develop a TIP for the MTC Region. The TIP is a four-year programming document, listing federally funded transportation projects, projects requiring a federal action, and projects deemed regionally significant. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region.

### **Changes to the Transit Capital Priorities Program**

Each year after FTA releases apportionments for its formula funding programs, the preliminary TCP Program for the year will be revised if necessary to fit within the available revenues. The annual program revisions and corresponding amendment to the TIP is referred to as the Program of Projects (POP) Amendment, and finalizes the program for the year.

As part of the POP amendment, project sponsors may also request discretionary amendments to the preliminary program that conform to the TCP Process and Criteria

programming policies. Discretionary amendments may be allowed only in certain circumstances. The following general principles govern changes:

- Amendments are not routine. Any proposed changes will be carefully studied.
- Amendments are subject to MTC and TFWG review.
- Amendments which adversely impact another operator's project will not be included without the prior agreement of other operators to the change.
- Amendments will be acceptable only when proposed changes are within the prescribed financial constraints of the TIP.
- Emergency or urgent projects will be considered on a case-by-case basis as exceptions.

Operators proposing the change must provide relevant information to substantiate the urgency of the proposed amendment. Projects that impede delivery of other projects will be considered only if an agreement can be reached between the affected operators for deferring or eliminating the affected projects from consideration.

Following the FY2020-21 program, project sponsors will be able to make revisions to their requests for future years.

### **Funding Shortfalls**

If final apportionments for the FTA formula programs come in lower than MTC has previously estimated, MTC staff will first redistribute programming to other urbanized areas with surplus apportionments in which the projects are eligible, and, second, negotiate with operators to constrain project costs or defer projects to a future year. If sufficient resolution is not possible, MTC will consider additional information, including project readiness, prior funding (if the project is a phased multi-year project), whether the project had been previously deferred, and the amount of federal funds that each of the concerned operators received in recent years, before making reductions to programming. As a final option for closing any shortfalls, for projects score-16 and below, staff may institute an across-the-board reduction in programming within the financially constrained score level, proportionally allocated within each affected urbanized area. Score-17 debt service programming will be programmed first, and will not be affected by proportional reductions.

### **Project Review**

Each operator is expected to complete their own Federal grant application using FTA's Transit Award Management System (TrAMS). MTC staff will review grant applications and submit concurrence letters to FTA on behalf of project sponsors as needed.

### **Program Period**

The TCP Criteria will be used to develop a program of projects for FY2020-21, aligned with the FAST Act continuing resolution in place at time of adoption. The policy remains

aligned with the BIL, which covers FYs 2021-22 through 2025-26. Staff will endeavor to align future updates with multi-year programming under any new surface transportation authorization in order to help operators with multi-year capital budgeting, and to help the region take a longer-term view of capital replacement needs.

## **B. Project Eligibility**

### **Federal Requirements and Eligibility**

#### **Federal and State Legislation**

Projects selected will conform to the requirements of the FAST Act, the Bipartisan Infrastructure Law (BIL), Clean Air Act Amendments of 1990 (CAAA), the California Clean Air Act (CCAA), and the Americans with Disabilities Act (ADA). Project sponsors shall agree to comply with federal law, including all applicable requirements of the FAST Act, the Bipartisan Infrastructure Law, CAAA, ADA, Section 504 of the Rehabilitation Act, and Title VI of the Civil Rights Act of 1964, in implementing their Projects.

#### **Intelligent Transportation Systems (ITS) Architecture Policy**

Project sponsors will be required to meet the Federal Transit Administration's National ITS Architecture Policy as established by FTA Federal Register Notice Number 66 FR 1455 published January 8, 2001 and as incorporated by the regional architecture policy which can be accessed at: <http://mtc.ca.gov/our-work/operate-coordinate/intelligent-transportation-systems-its>.

#### **1% Security Policy**

Project sponsors are also required to meet the FTA 1% security set-aside provisions as established in the FY2004-05 Certifications and Assurances, FTA Federal Register Notice Number 69 FR 62521 published on October 26, 2004, and as it may be refined by FTA in future notifications. An updated circular (FTA Circular 9030.1E - January 16, 2014) includes additional certification requirement by designated recipients at the urbanized area level. As the designated recipient, MTC will review the grant applications for each appropriations year for compliance and certification to FTA. The security programming may not apply to all eligible operators in a UA, depending on need for security projects. Refer to the applicable FTA circulars for additional information.

#### **Program Eligibility**

Program eligibility is based on the statutory eligibility for the FTA Section 5307, 5337 and 5339 programs. Following are the program eligibility for each of the three funding programs authorized by the FAST Act and the BIL. If revisions to eligibility for these programs are adopted as part of reauthorizing legislation of FTA circulars or other guidance issued by FTA, the region will consider conforming amendments to the TCP Process and Criteria.

*FTA Section 5307 Urbanized Area Federally Defined Program Eligibility (Statutory Reference: 49USC5307):* Capital projects; planning; job access and reverse commute projects; and operating costs of equipment and facilities for use in public transportation in urbanized areas with a population of fewer than 200,000, and, in certain circumstances, in urbanized areas with a population greater than 200,000. Eligible capital projects include—

- (A) acquiring, constructing, supervising, or inspecting equipment or a facility for use in public transportation, expenses incidental to the acquisition or construction (including designing, engineering, location surveying, mapping, and acquiring rights-of-way), payments for the capital portions of rail trackage rights agreements, transit-related intelligent transportation systems, relocation assistance, acquiring replacement housing sites, and acquiring, constructing, relocating, and rehabilitating replacement housing;
- (B) rehabilitating a bus;
- (C) remanufacturing a bus;
- (D) overhauling rail rolling stock;
- (E) preventive maintenance;
- (F) leasing equipment or a facility for use in public transportation
- (G) a joint development improvement that meet specified requirements
- (H) the introduction of new technology, through innovative and improved products, into public transportation;
- (I) the provision of nonfixed route paratransit transportation services in accordance with section 223 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12143), under specified circumstances;
- (J) establishing a debt service reserve to ensure the timely payment of principal and interest on bonds issued by a grant recipient to finance an eligible project
- (K) mobility management; and
- (L) associated capital maintenance.

*FTA Section 5337 State of Good Repair Federally Defined Program Eligibility (Statutory Reference: 49USC5337):* Capital projects to maintain fixed guideway and high intensity motorbus public transportation systems in a state of good repair, including projects to replace and rehabilitate—

- (A) rolling stock;
- (B) track;
- (C) line equipment and structures;
- (D) signals and communications;

- (E) power equipment and substations;
- (F) passenger stations and terminals;
- (G) security equipment and systems;
- (H) maintenance facilities and equipment;
- (I) operational support equipment, including computer hardware and software;  
and
- (J) development and implementation of a transit asset management plan.

The term 'fixed guideway' means a public transportation facility:

- (A) using and occupying a separate right-of-way for the exclusive use of public transportation;
- (B) using rail;
- (C) using a fixed catenary system;
- (D) for a passenger ferry system; or
- (E) for a bus rapid transit system.

The term 'high intensity motorbus' means public transportation that is provided on a facility with access for other high-occupancy vehicles.

*FTA Section 5339 Bus and Bus Facilities Federally Defined Program Eligibility (Statutory Reference: 49USC5339):* Capital projects—

- (1) to replace, rehabilitate, and purchase buses and related equipment; and
- (2) to construct bus-related facilities.

## **Regional Requirements and Eligibility**

### **Urbanized Area Eligibility**

Transit operators are required to submit annual reports to the National Transit Database. Service factors reported in large urbanized areas partially determine the amounts of FTA Section 5307, 5337 and 5339 funds generated in the region. MTC staff will work with members of the Partnership to coordinate reporting of service factors in order to maximize the amount of funds generated in the region and to determine urbanized area eligibility. An operator is eligible to claim FTA funds only in designated urbanized areas as outlined in Table 1 below. Eligibility is based on geographical operations, NTD reporting, and agreements with operators.

**Table 1. Urbanized Area Eligibility**

<b>Urbanized Area</b>	<b>Eligible Transit Operators</b>
San Francisco-Oakland	AC Transit, ACE, BART, Caltrain, GGBHTD, Marin County Transit District, SFMTA, SamTrans, SMART, Union City Transit, Water Emergency Transportation Authority, WestCAT
San Jose	ACE, Caltrain, VTA
Concord-Walnut Creek	ACE, BART, CCCTA, LAVTA
Antioch	BART, ECCTA
Livermore-Pleasanton-Dublin	ACE, BART, LAVTA
Santa Rosa	GGBHTD, Santa Rosa City Bus, SMART, Sonoma County Transit
Vallejo	Napa Vine on behalf of American Canyon, Solano County Transit
Fairfield	FAST (formerly Fairfield-Suisun Transit)
Vacaville	Vacaville Transit
Napa	Napa VINE
Gilroy-Morgan Hill	Caltrain, VTA
Petaluma	GGBHTD, Petaluma Transit, Sonoma County Transit

- (i) Altamont Commuter Express (ACE) is eligible to claim funds in **three** of the San Francisco Bay Area's urbanized areas according to Federal Transit Administration statute. ACE has entered into an agreement with other operators eligible to claim funds in the San Jose UZA, which prevents ACE from claiming funds in that UZA. ACE operates on track privately owned by Union Pacific. Requests for track rehabilitation, maintenance, and or upgrades for **funding in the San Francisco-Oakland and Livermore-Pleasanton-Dublin UZAs** will be assessed for eligibility upon review of the ACE and Union Pacific agreement.
- (ii) Santa Rosa City Bus, Sonoma County Transit, and SMART will apportion Santa Rosa urbanized area funding in accordance with an agreement between the three agencies, which first incorporated SMART in FY2020, updating the previous agreement between the bus operators.
- (iii) Golden Gate Bridge and Highway Transportation District (GGBHTD) is eligible to claim funds in the Santa Rosa Urbanized Areas. However, as a result of an agreement between the operators and discussion with the TFWG, GGBHTD will not claim funds from the Santa Rosa UZA at this time. However, should it become advantageous to the region for GGBHTD to report revenue miles in the Santa Rosa UZA and thereby claim funds in that UZA, agreements between the operators will be re-evaluated. Golden Gate is an eligible claimant for funds in the Petaluma UZA, and in years where extensive capital needs in other urbanized areas in the region is high; Golden Gate's projects could be funded in the Petaluma UZA.
- (iv) Funding agreements between operators in the San Jose and Gilroy-Morgan Hill UZAs are subject to the conditions outlined in the Caltrain Joint Powers Board Agreement and any agreements negotiated between the Board and MTC.



### **Eligibility for New Operators**

New operators will be required to meet the following criteria before becoming eligible for TCP funding:

- The operator provides public transit services in the San Francisco Bay Area that are compatible with the region's Regional Transportation Plan.
- The operator is an FTA grantee.
- The operator has filed NTD reports for at least two years prior to the first year of programming, e.g., has filed an NTD report for 2019 services and intends to file a report for 2020 to be eligible for FY 2020-21 TCP funding.
- The operator has executed a Cooperative Planning Agreement with MTC.
- The operator has submitted a current SRTP or other board-approved capital plan to MTC.

### **Screening Criteria**

A project must conform to the following threshold requirements before the project can be scored and ranked in the TCP Program's project list. Screening criteria envelops three basic areas. The following subheadings are used to group the screening criteria.

- Consistency Requirements;
- Financial Requirements;
- Project Specific Requirements;

*Consistency Requirements:* The proposed project must be consistent with the currently adopted Regional Transportation Plan (RTP). Smaller projects must be consistent with the policy direction of the RTP, as the RTP does not go into a sufficient level of detail to specifically list them.

The proposed project must be consistent with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866.

Projects near or crossing county boundaries must be consistent/complementary with the facility (or proposed facility) in the adjacent county.

Projects must be included in an operator's Short Range Transit Plan or other board-approved capital plan, or in an adopted local or regional plan (such as Congestion Management Programs, Countywide transportation plans pursuant to AB3705, the Seaport and Airport Plans, the State Implementation Plan, the Ozone Attainment Plan, the Regional Transportation Plan, and local General Plans). Requests for replacement/rehabilitation of assets should be consistent with Transit Asset Management (TAM) plans required by the FTA TAM rule and regional TAM performance metrics.

*Financial Requirements:* The proposed project has reasonable cost estimates, is supported by an adequate financial plan with all sources of funding identified and a logical cash flow, and has sensible phasing. Transit operators must demonstrate financial capacity, to be documented in the adopted TIP, as required by the FTA. All facilities that require an ongoing operating budget to be useful must demonstrate that such financial capacity exists.

*Project Specific Requirements:* All projects must be well defined. There must be clear project limits, intended scope of work, and project concept. Planning projects to further define longer range federally eligible projects are acceptable. Examples of projects include:

- Replacement/rehab of one revenue vehicle sub-fleet or ferry vessel; a sub-fleet is defined as the same bus size, manufacturer, and year; or any portion of a train set that reaches the end of its useful life at a common time.
- Train control or traction power replacement/rehab needs for a given year.
- Fixed guideway replacement/rehab needs for a given year (e.g., track replacement and related fixed guideway costs, ferry fixed guideway connectors).

All projects must be well justified, and have a clear need directly addressed by the project. All assets that would be replaced or rehabilitated must be included in the Regional Transit Capital Inventory (RTCI), a database of all transit capital assets in the region. Vehicle replacement projects, in particular, must identify the specific vehicles being replaced as listed in the RTCI.

A proposed project includes an implementation plan that adequately provides for any necessary clearances and approvals. The proposed project must be advanced to a state of readiness for implementation in the year indicated. For this requirement, a project is considered to be ready if grants for the project can be obligated within one year of the award date; or in the case of larger construction projects, obligated according to an accepted implementation schedule.

### Asset Useful Life

To be eligible for replacement or rehabilitation, assets must meet the following age requirements in the year of programming:

**Table 2. Useful Life of Assets**

Heavy-Duty Buses, other than Over-the-Road-Coaches*	12 years (or 500,000 miles in service)
Over-the-Road-Coaches*	14 years (or 500,000 miles in service)
Medium-Duty Buses*	10 years (or 500,000 miles in service)
* (or an additional 5 years for buses rehabilitated with TCP funding)	
Van <sup>1</sup>	4, 5, or 7 years, depending on type
Light Rail Vehicle (LRV)	25 years
Electric Trolleybus	15 years
Heavy Railcar <sup>2</sup>	25 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Locomotive	25 years
(or an additional 20 years for locomotives rehabilitated with TCP funding)	
Heavy/Steel Hull Ferries	30 years
(or an additional 20 years for ferries rehabilitated with TCP funding)	
Lightweight/Aluminum Hull Ferries <sup>3</sup>	25 years
Used Vehicles <sup>4</sup>	Varies by type
Tools and Equipment	10 years
Service Vehicle	7 years
Non-Revenue Vehicle	7 years
Track	Varies by track type
Overhead Contact System/3 <sup>rd</sup> Rail	Varies by type of OCS/3 <sup>rd</sup> rail
Facility	Varies by facility and component replaced

*Notes:*

- 1) A paratransit van is a specialized van used in paratransit service only such as service for the elderly and handicapped. Three general categories of vans are acceptable in Transit Capital Priorities: Minivans, Standard Conversion Vans, and Small Medium-Duty Coaches. The age requirements for each type are 4, 5, and 7 years respectively.
- 2) Includes Caltrain and ACE commuter rail and BART urban rail cars.
- 3) Lightweight ferries will not generally last beyond a 25-year useful life. Propulsion and major component elements of lightweight ferries can be replaced in TCP without extending the useful life beyond its anticipated useful life of 25 years.
- 4) Used vehicles are eligible to receive a proportionate level of funding based on the type of vehicle and number of years of additional service. (See "used vehicle replacement" Section IV, Definition of Project Categories).

### Early Replacement Programming Requests

Requests to program vehicle replacement funds one or two years prior to the first eligible year in order to advance procurements or to replace vehicles with higher than normal

maintenance costs will be considered if the proposal has minimal impacts on other operators and can be accommodated within the region's fiscal constraints.

Exceptions for replacement of assets prior to the end of their useful life may be considered only if an operator has secured FTA approval for early retirement, which must occur before the annual apportionment has been released.

**Compensation for Deferred Replacement (Bus Replacement beyond Minimum Useful Life)**

Operators that voluntarily replace buses or vans beyond the minimum federally eligible useful life specified in Table 2 will be eligible for either of two financial compensations:

Option 1. Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).

Option 2. Operators receive half of the savings to the region created by later replacement of vehicles, which may be programmed to lower scoring eligible projects.

Savings to the region are calculated based on the pricelist cost and minimum useful life of the vehicle type. For example, if replacement of a bus with a 12-year useful life and a \$600,000 replacement cost (federal share) is deferred for two years, the savings to the region would be  $2/12 \times \$600,000 = \$100,000$ . Under Option 1, the operator would receive \$100,000 for eligible Score 10-16 capital projects. Under Option 2, the operator would receive \$50,000, which could be programmed for any eligible project. The region would retain the other \$50,000 in savings to be programmed to other needs in accordance with the TCP policy. Operators may choose between Option 1 and Option 2.

For operators that are proposing to take advantage of the bus replacement compensation, the vehicles being replaced must be older than the age requirements listed above. It is the operator's responsibility to ensure that vehicle replacement requests beyond the minimum useful life maintain a state of good repair for the assets. Requests to activate this policy option should be noted when transmitting project applications to MTC.

**The Compensation for Deferred Replacement policy does not apply to bus procurements deferred under the interim bus/van pricelist policy.**

**Project Funding Caps**

In order to prevent committing a significant portion of the programming to an operator in any one year, the following annual funding ceilings for projects are established:

Revenue vehicle replacement projects cannot exceed \$20 million for buses or \$30 million for rail car or ferry vessel replacement and rehabilitation projects, in the aggregate, for

all funding programs. If the cost of the vehicle procurement exceeds the annual cap, the difference will be programmed in subsequent years subject to availability of funds.

Fixed guideway replacement and rehabilitation projects in the aggregate cannot exceed the amounts specified for each fixed guideway (FG) operator in Table 3. The total amount of the caps is \$144 million, an approximately 20% increase from the cap prior to FY 2021-22 of \$120 million, due to the increased 5337 funding availability under the Bipartisan Infrastructure Law (BIL). Each operator's cap is based on its share of the updated fixed guideway need projections included in the adopted Plan Bay Area 2040 RTP, with a floor applied so that no operator's cap is reduced by more than 5% from their prior cap.

When developing the proposed TCP programs for FY2020-21 and beyond, the fixed guideway caps may be increased or decreased proportionally, depending on the aggregate demand for Score 16 projects compared to projected revenues. Operators have the option of submitting contingent fixed guideway programming requests equal to 20% of the operator's cap, in addition to requests for programming the cap amount. The contingent requests will be programmed if the program's fiscal balance allows the region to increase the caps.

Additionally, in an attempt to better align FG needs and FG cap programming, in the call for projects for a multi-year program, operators may request more than their annual cap in a particular year if the increase is offset by a lower request in another year (i.e. as long as the total requested for FG projects over a four-year program does not exceed the annual cap times four). When developing the program, staff will attempt to program FG caps as requested. However, in order to balance needs across operators within each UZA, programming may be adjusted to match available funds and project needs.

**Table 3. Fixed Guideway Caps**

FG Operator	Project Category	Fixed Guideway Cap
ACE	All Eligible FG Categories	\$1,802,017
BART	All Eligible FG Categories	66,847,732
Caltrain	All Eligible FG Categories	15,457,327
GGBHTD	All Eligible FG Categories	6,048,175
SFMTA	All Eligible FG Categories	37,672,782
VTA	All Eligible FG Categories	9,160,442
WETA	All Eligible FG Categories	7,133,455

The cap amount may be programmed to any projects that are eligible for FTA Section 5337 funding and that fall into one of the following categories:

- Track/Guideway Replacement/Rehabilitation
- Traction Power Systems Replacement/Rehabilitation
- Train Control/Signaling Replacement/Rehabilitation

- Dredging
- Ferry Fixed Guideway Connectors Replacement/Rehabilitation
- Ferry Major Component Replacement/Rehabilitation
- Ferry Propulsion Replacement/Rehabilitation
- Cable Car Infrastructure Replacement/Rehabilitation
- Wayside or Onboard Fare Collection Equipment Replacement/Rehabilitation for Fixed Guideway vehicles

Programming for all projects that fall within these categories must be within the operator's cap amount with the exception of fixed guideway infrastructure projects included in the CCCGP program of projects. Such projects may be funded with a combination of fixed guideway cap funds and additional TCP funds above the operator's fixed guideway cap.

Operators may request a one-year waiver to use fixed guideway cap funds for other capital needs that are not included in one of the eligible project categories listed above if the operator can demonstrate that the other capital needs can be addressed by the one-year waiver, or that the use of fixed guideway cap funds is part of a multi-year plan to address the other capital needs. The operator must also demonstrate that the waiver will have minimal impact on the operator's ability to meet its fixed guideway capital needs.

*Emergency duration special protocols:*

*Staff will explicitly consider pandemic impacts on operating and fixed guideway capital needs when assessing these requests. Staff will prioritize FG cap funds when assessing any requests for PM/operating assistance from FG cap operators, pending FTA funding source eligibility, including applicable Emergency Relief provisions. Emergency relief requests and programming are subject to the Principles for Redirecting Funds to Transit Operators (Appendix 3).*

Zero Emission Bus (ZEB) Infrastructure set-aside projects within the San Francisco-Oakland, Concord, and Antioch UZAs are exempt from the TCP scoring process and are governed by the below principles. Commission action in March 2022 set aside an average of \$20 million annually specifically for bus operators as they transition to zero emission fleets. The CARB Innovative Clean Transit rule creates an extraordinary new funding demand to deliver transit service, with the need for new infrastructure in addition to typical vehicle replacement needs.

Initially, MTC will use a formula distribution system based on relative transit fleet size, according to the Regional Transit Capital Inventory, which will be presented for review at the Transit Finance Working Group.

While bus infrastructure needs exceed FTA formula funding throughout the region, this set-aside is focused on the SF-O, Concord, and Antioch UZAs, as the only UZAs in which bus operators compete for funding with each other or with fixed guideway operators with large Score-16 needs. Eligible operators are listed in the table below.

UZA	Eligible Bus Operators
San Francisco-Oakland (SF-O)	SFMTA, AC Transit, SamTrans, GGBHTD, Marin Transit, Union City, WestCAT
Concord (CON)	LAVTA, CCCTA
Antioch (ANT)	ECCTA

*Eligible Projects:* The ZEB Infrastructure Set-Aside Program prioritizes the non-vehicle needs that will be required to transition the region to a zero-emission fleet. This includes additional infrastructure for battery charging, hydrogen fueling, and associated elements. Requests for operating assistance or vehicle purchases should remain part of the main TCP and not the set-aside. The following are the major project categories the ZEB Infrastructure Program will fund:

1. Purchase and installation or construction of electric charging or hydrogen fueling equipment and infrastructure
2. Rehabilitation of existing zero-emission charging or fueling infrastructure
3. Any 5307-eligible capital project phase, including planning, environmental clearance, design, and construction
4. Workforce training and development related to maintenance and operation of zero-emission charging and fueling systems.

Other replacement projects cannot exceed \$5 million. This cap applies to non-vehicle and non-fixed guideway Score 16 projects, including communications systems, bus fare collection equipment (fixed guideway wayside fare collection equipment is covered under the fixed guideway caps), and bus emission reduction devices; and lower scoring replacement projects. Vehicle rehabilitation projects that are treated as Score 16 because the life of the asset is being extended (see Asset Useful Life above) are also subject to this cap. Exceptions to this cap include those projects included in the CCCGP. Replacement of Clipper® fare collection equipment that is centralized under MTC will be treated as a separate project for each operator whose Clipper® equipment is being replaced, including MTC for the replacement of back-end equipment and systems, for the purposes of applying this project funding cap. If project costs exceed the cap, the difference will not automatically be programmed in subsequent years; the region will assess its ability to program additional funding year-by-year based on projected revenues and demand for other Score 16 needs.

Expansion or enhancement projects cannot exceed \$3.75 million.

Vanpool Support Program programming cannot exceed the amount of apportionments per UA generated by vanpool reporting to the NTD.

As part of the development of the program, project caps may be increased or decreased on an annual basis in order to better match programming to available revenues, subject to negotiation and agreement among operators and MTC.

Exceptions to these annual funding ceilings will be considered by MTC and the TFWG on a case-by-case basis after evaluating programming requested through the call for projects, and the region's estimated fiscal resources. For large rehabilitation programs, MTC may conduct negotiations with the appropriate sponsor to discuss financing options and programming commitments.

### **Bus-Van Pricelist**

Requests for funding for buses and vans cannot exceed the prices in the Regional Bus-Van Pricelist for each year of the TCP program as shown in Tables 4 through 7. If an operator elects to replace vehicles with vehicles of a different fuel type, the price listed for the new fuel type vehicle applies, e.g., if an operator is replacing diesel buses with diesel-electric hybrid buses, the operator may request funds up to the amount listed for hybrid buses.

The pricelist was developed through a subcommittee of the TFWG and based on a survey of prices paid by operators in the Bay Area. Price escalation rate by year is noted in the tables.

Note that the bus prices do not include allowances for radios and fareboxes; they will be considered a separate project under the TCP policy. The price of electronic fareboxes varies approximately between \$10,000 and \$14,000 whereas the price of radios varies from \$1,000 to \$5,000. Requests for funding radios and fareboxes should be within the price range mentioned above. Requests above these ranges will require additional justification. Fareboxes for/on fixed guideway vehicles will be funded out of the operators' fixed guideway cap amounts (see Table 3). Operators are expected to include Clipper® wiring and brackets in all new buses, so the buses are Clipper®-ready without requiring additional expenses.

### **Compensation for Cost Effective Bus Purchases**

Under this element of the TCP policy, operators that request less than the full pricelist amount for vehicle replacements would be eligible for either of two financial compensations:

Option 1\* Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).



Option 2\* Operators receive half of the savings to the region created by cost effective vehicle purchases, which may be programmed to lower scoring (below score 10) eligible projects, including preventive maintenance.

The intent of this policy element is to ensure that the region's limited funds can cover more of the region's capital needs while targeting funding to the vehicles most in need of replacement.

\*If the amount of federal apportionments received does not allow us to fully program all Score 16 projects, MTC reserves the right to reduce the percentage of savings that would go back to the operator.

### **Interim Bus/Van Pricelist Policy**

Until the Commission removes them, the following special protocols are in effect with regard to the bus/van pricelist. Operators may, as needed, fund vehicles above the pricelist amount in two different ways:

Option 1\*: Operators may add up to 20% additional TCP funding to each bus, more closely reflecting an 80% FTA funding level for the true cost of buses today.

Option 2: Operators may work within their existing programming to have an up to 20% higher TCP contribution per bus, and defer up to 20% of their planned bus purchases. Deferral of buses will be voluntary, and deferred replacements will be treated equally with all other score-16 project requests in the desired year of programming (e.g., replace 80 of 100 planned replacements now at the increased cost, and program remaining 20 buses in a later programming year subject to policies in place at that time, including that year's pricelist amount). The compensation for deferred replacement policy will not apply.

\*If sufficient funding is available in unprogrammed balances.

**Table 4: Regional Bus-Van Pricelist, FY2020-21**

Vehicle Type	Total	Federal/MTC	Local	Federal/MTC %	Local %
Minivan Under 22'	71,000	56,800	14,200	80%	20%
Cut-Away/Van, 4 or 5-Year, Gas	101,000	80,800	20,200	80%	20%
Cut-Away/Van, 4 or 5-Year, Diesel	114,000	91,200	22,800	80%	20%
Cut-Away/Van, 4 or 5-Year, CNG	131,000	104,800	26,200	80%	20%
Cut-Away/Van, 7-Year, Gas	114,000	91,200	22,800	80%	20%
Cut-Away/Van, 7-Year, Diesel	161,000	128,800	32,200	80%	20%
Cut-Away/Van, 7-Year, CNG	214,000	171,200	42,800	80%	20%
Transit Bus 30' Diesel	523,000	418,400	104,600	80%	20%
Transit Bus 30' CNG	597,000	477,600	119,400	80%	20%
Transit Bus 30' Hybrid	782,000	625,600	156,400	80%	20%
Transit Bus 30' Battery	900,000	720,000	180,000	80%	20%
Transit Bus 35' Diesel	578,000	462,400	115,600	80%	20%
Transit Bus 35' CNG	686,000	548,800	137,200	80%	20%
Transit Bus 35' Hybrid	835,000	668,000	167,000	80%	20%
Transit Bus 35' Battery	912,000	729,600	182,400	80%	20%
Transit Bus 40' Diesel	554,000	443,200	110,800	80%	20%
Transit Bus 40' CNG	611,000	488,800	122,200	80%	20%
Transit Bus 40' Hybrid	847,000	677,600	169,400	80%	20%
Transit Bus 40' Battery	1,088,000	870,400	217,600	80%	20%
Transit Bus 40' Fuel-Cell	1,218,000	974,400	243,600	80%	20%
Over-the-Road 45' Diesel	659,000	527,200	131,800	80%	20%
Over-the-Road 45' CNG	866,000	692,800	173,200	80%	20%
Over-the-Road 45' Battery	1,145,000	916,000	229,000	80%	20%
Articulated 60' Diesel	888,000	710,400	177,600	80%	20%
Articulated 60' Hybrid	1,265,000	1,012,000	253,000	80%	20%
Articulated 60' Battery	1,363,000	1,090,400	272,600	80%	20%
Articulated 60' Fuel-Cell	1,543,000	1,234,400	308,600	80%	20%
Double-Decker Diesel	1,049,000	839,200	209,800	80%	20%
Notes:					
1. Prices escalated 1.887% over FY2019-20 Pricelist Survey responses, rounded to the nearest \$1,000. If survey responses were not available for a given Vehicle Type, the adopted FY20 Pricelist Total was used as the baseline.					
2. For buses with dual-side doors, add \$50,000 to the total (\$40,000 Federal, \$10,000 Local).					
3. For vehicle procurements over 20, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.					

**Table 5: Regional Bus-Van Pricelist, FY2021-22**

Vehicle Type	Total	Federal/MTC	Local	Federal/MTC %	Local %
Minivan Under 22'	72,000	57,600	14,400	80%	20%
Cut-Away/Van, 4 or 5-Year, Gas	103,000	82,400	20,600	80%	20%
Cut-Away/Van, 4 or 5-Year, Diesel	116,000	92,800	23,200	80%	20%
Cut-Away/Van, 4 or 5-Year, CNG	133,000	106,400	26,600	80%	20%
Cut-Away/Van, 7-Year, Gas	116,000	92,800	23,200	80%	20%
Cut-Away/Van, 7-Year, Diesel	164,000	131,200	32,800	80%	20%
Cut-Away/Van, 7-Year, CNG	218,000	174,400	43,600	80%	20%
Transit Bus 30' Diesel	533,000	426,400	106,600	80%	20%
Transit Bus 30' CNG	608,000	486,400	121,600	80%	20%
Transit Bus 30' Hybrid	797,000	637,600	159,400	80%	20%
Transit Bus 30' Battery	917,000	733,600	183,400	80%	20%
Transit Bus 35' Diesel	589,000	471,200	117,800	80%	20%
Transit Bus 35' CNG	699,000	559,200	139,800	80%	20%
Transit Bus 35' Hybrid	851,000	680,800	170,200	80%	20%
Transit Bus 35' Battery	929,000	743,200	185,800	80%	20%
Transit Bus 40' Diesel	564,000	451,200	112,800	80%	20%
Transit Bus 40' CNG	623,000	498,400	124,600	80%	20%
Transit Bus 40' Hybrid	863,000	690,400	172,600	80%	20%
Transit Bus 40' Battery	1,109,000	887,200	221,800	80%	20%
Transit Bus 40' Fuel-Cell	1,241,000	992,800	248,200	80%	20%
Over-the-Road 45' Diesel	671,000	536,800	134,200	80%	20%
Over-the-Road 45' CNG	882,000	705,600	176,400	80%	20%
Over-the-Road 45' Battery	1,167,000	933,600	233,400	80%	20%
Articulated 60' Diesel	905,000	724,000	181,000	80%	20%
Articulated 60' Hybrid	1,289,000	1,031,200	257,800	80%	20%
Articulated 60' Battery	1,389,000	1,111,200	277,800	80%	20%
Articulated 60' Fuel-Cell	1,572,000	1,257,600	314,400	80%	20%
Double-Decker Diesel	1,069,000	855,200	213,800	80%	20%
Notes:					
1. Prices escalated 1.887% over FY2020-21 Pricelist Survey responses, rounded to the nearest \$1,000. If survey responses were not available for a given Vehicle Type, the adopted FY20 Pricelist Total was used as the baseline.					
2. For buses with dual-side doors, add \$50,000 to the total (\$40,000 Federal, \$10,000 Local).					
3. For vehicle procurements over 20, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.					

**Table 6: Regional Bus-Van Pricelist, FY2022-23**

Vehicle Type	Total	Federal/MTC	Local	Federal/MTC %	Local %
Minivan Under 22'	73,000	58,400	14,600	80%	20%
Cut-Away/Van, 4 or 5-Year, Gas	105,000	84,000	21,000	80%	20%
Cut-Away/Van, 4 or 5-Year, Diesel	118,000	94,400	23,600	80%	20%
Cut-Away/Van, 4 or 5-Year, CNG	136,000	108,800	27,200	80%	20%
Cut-Away/Van, 7-Year, Gas	118,000	94,400	23,600	80%	20%
Cut-Away/Van, 7-Year, Diesel	167,000	133,600	33,400	80%	20%
Cut-Away/Van, 7-Year, CNG	222,000	177,600	44,400	80%	20%
Transit Bus 30' Diesel	543,000	434,400	108,600	80%	20%
Transit Bus 30' CNG	619,000	495,200	123,800	80%	20%
Transit Bus 30' Hybrid	812,000	649,600	162,400	80%	20%
Transit Bus 30' Battery	934,000	747,200	186,800	80%	20%
Transit Bus 35' Diesel	600,000	480,000	120,000	80%	20%
Transit Bus 35' CNG	712,000	569,600	142,400	80%	20%
Transit Bus 35' Hybrid	867,000	693,600	173,400	80%	20%
Transit Bus 35' Battery	947,000	757,600	189,400	80%	20%
Transit Bus 40' Diesel	575,000	460,000	115,000	80%	20%
Transit Bus 40' CNG	635,000	508,000	127,000	80%	20%
Transit Bus 40' Hybrid	879,000	703,200	175,800	80%	20%
Transit Bus 40' Battery	1,130,000	904,000	226,000	80%	20%
Transit Bus 40' Fuel-Cell	1,264,000	1,011,200	252,800	80%	20%
Over-the-Road 45' Diesel	684,000	547,200	136,800	80%	20%
Over-the-Road 45' CNG	899,000	719,200	179,800	80%	20%
Over-the-Road 45' Battery	1,189,000	951,200	237,800	80%	20%
Articulated 60' Diesel	922,000	737,600	184,400	80%	20%
Articulated 60' Hybrid	1,313,000	1,050,400	262,600	80%	20%
Articulated 60' Battery	1,415,000	1,132,000	283,000	80%	20%
Articulated 60' Fuel-Cell	1,602,000	1,281,600	320,400	80%	20%
Double-Decker Diesel	1,089,000	871,200	217,800	80%	20%
Notes:					
1. Prices escalated 1.887% over FY2021-22 Pricelist Survey responses, rounded to the nearest \$1,000. If survey responses were not available for a given Vehicle Type, the adopted FY20 Pricelist Total was used as the baseline.					
2. For buses with dual-side doors, add \$50,000 to the total (\$40,000 Federal, \$10,000 Local).					
3. For vehicle procurements over 20, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.					

**Table 7: Regional Bus-Van Pricelist, FY2023-24**

Vehicle Type	Total	Federal/MTC	Local	Federal/MTC %	Local %
Minivan Under 22'	74,000	59,200	14,800	80%	20%
Cut-Away/Van, 4 or 5-Year, Gas	107,000	85,600	21,400	80%	20%
Cut-Away/Van, 4 or 5-Year, Diesel	120,000	96,000	24,000	80%	20%
Cut-Away/Van, 4 or 5-Year, CNG	139,000	111,200	27,800	80%	20%
Cut-Away/Van, 7-Year, Gas	120,000	96,000	24,000	80%	20%
Cut-Away/Van, 7-Year, Diesel	170,000	136,000	34,000	80%	20%
Cut-Away/Van, 7-Year, CNG	226,000	180,800	45,200	80%	20%
Transit Bus 30' Diesel	553,000	442,400	110,600	80%	20%
Transit Bus 30' CNG	631,000	504,800	126,200	80%	20%
Transit Bus 30' Hybrid	827,000	661,600	165,400	80%	20%
Transit Bus 30' Battery	952,000	761,600	190,400	80%	20%
Transit Bus 35' Diesel	611,000	488,800	122,200	80%	20%
Transit Bus 35' CNG	725,000	580,000	145,000	80%	20%
Transit Bus 35' Hybrid	883,000	706,400	176,600	80%	20%
Transit Bus 35' Battery	965,000	772,000	193,000	80%	20%
Transit Bus 40' Diesel	586,000	468,800	117,200	80%	20%
Transit Bus 40' CNG	647,000	517,600	129,400	80%	20%
Transit Bus 40' Hybrid	896,000	716,800	179,200	80%	20%
Transit Bus 40' Battery	1,151,000	920,800	230,200	80%	20%
Transit Bus 40' Fuel-Cell	1,288,000	1,030,400	257,600	80%	20%
Over-the-Road 45' Diesel	697,000	557,600	139,400	80%	20%
Over-the-Road 45' CNG	916,000	732,800	183,200	80%	20%
Over-the-Road 45' Battery	1,211,000	968,800	242,200	80%	20%
Articulated 60' Diesel	939,000	751,200	187,800	80%	20%
Articulated 60' Hybrid	1,338,000	1,070,400	267,600	80%	20%
Articulated 60' Battery	1,442,000	1,153,600	288,400	80%	20%
Articulated 60' Fuel-Cell	1,632,000	1,305,600	326,400	80%	20%
Double-Decker Diesel	1,110,000	888,000	222,000	80%	20%
Notes:					
1. Prices escalated 1.887% over FY2022-23 Pricelist Survey responses, rounded to the nearest \$1,000. If survey responses were not available for a given Vehicle Type, the adopted FY20 Pricelist Total was used as the baseline.					
2. For buses with dual-side doors, add \$50,000 to the total (\$40,000 Federal, \$10,000 Local).					
3. For vehicle procurements over 20, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.					

**Table 7B: Regional Bus-Van Pricelist, FY2024-25**

Vehicle Type	Total	Federal/MTC	Local	Federal/MTC %	Local %
Minivan Under 22'	75,000	60,000	15,000	80%	20%
Cut-Away/Van, 4 or 5-Year, Gas	109,000	87,200	21,800	80%	20%
Cut-Away/Van, 4 or 5-Year, Diesel	122,000	97,600	24,400	80%	20%
Cut-Away/Van, 4 or 5-Year, CNG	142,000	113,600	28,400	80%	20%
Cut-Away/Van, 7-Year, Gas	122,000	97,600	24,400	80%	20%
Cut-Away/Van, 7-Year, Diesel	173,000	138,400	34,600	80%	20%
Cut-Away/Van, 7-Year, CNG	230,000	184,000	46,000	80%	20%
Transit Bus 30' Diesel	563,000	450,400	112,600	80%	20%
Transit Bus 30' CNG	643,000	514,400	128,600	80%	20%
Transit Bus 30' Hybrid	843,000	674,400	168,600	80%	20%
Transit Bus 30' Battery	970,000	776,000	194,000	80%	20%
Transit Bus 35' Diesel	623,000	498,400	124,600	80%	20%
Transit Bus 35' CNG	739,000	591,200	147,800	80%	20%
Transit Bus 35' Hybrid	900,000	720,000	180,000	80%	20%
Transit Bus 35' Battery	983,000	786,400	196,600	80%	20%
Transit Bus 40' Diesel	597,000	477,600	119,400	80%	20%
Transit Bus 40' CNG	659,000	527,200	131,800	80%	20%
Transit Bus 40' Hybrid	913,000	730,400	182,600	80%	20%
Transit Bus 40' Battery	1,173,000	938,400	234,600	80%	20%
Transit Bus 40' Fuel-Cell	1,312,000	1,049,600	262,400	80%	20%
Over-the-Road 45' Diesel	710,000	568,000	142,000	80%	20%
Over-the-Road 45' CNG	933,000	746,400	186,600	80%	20%
Over-the-Road 45' Battery	1,234,000	987,200	246,800	80%	20%
Articulated 60' Diesel	957,000	765,600	191,400	80%	20%
Articulated 60' Hybrid	1,363,000	1,090,400	272,600	80%	20%
Articulated 60' Battery	1,469,000	1,175,200	293,800	80%	20%
Articulated 60' Fuel-Cell	1,663,000	1,330,400	332,600	80%	20%
Double-Decker Diesel	1,131,000	904,800	226,200	80%	20%
Notes:					
1. Prices escalated 1.887% over FY2023-24 Pricelist Survey responses, rounded to the nearest \$1,000. If survey responses were not available for a given Vehicle Type, the adopted FY20 Pricelist Total was used as the baseline.					
2. For buses with dual-side doors, add \$50,000 to the total (\$40,000 Federal, \$10,000 Local).					
3. For vehicle procurements over 20, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.					

## Project Definition and Scoring

### Project Scoring

All projects submitted to MTC for TCP programming consideration that have passed the screening process will be assigned scores by project category as indicated in Table 8.

**Table 8. Project Scores**

<u>Project Category/Description</u>	<u>Project Score</u>
<b>Debt Service</b>	<b>17</b>
Debt service – repayment of financing issued against future FTA revenues. Debt service, including principal and interest payments, for any financing required to advance future FTA or STP revenues to fund annual TCP or CCCGP programs of projects will be treated as score 17.	
<b>Revenue Vehicle Replacement</b>	<b>16</b>
Vehicle Replacement - replacement of a revenue vehicle at the end of its useful life (see Asset Useful Life above). Vehicles previously purchased with revenue sources other than federal funds are eligible for FTA formula funding as long as vehicles meet the replacement age. Vehicles are to be replaced with vehicles of similar size (up to 5' size differential) and seating capacity, e.g., a 40-foot coach replaced with a 40-foot coach and not an articulated vehicle. If an operator is electing to purchase smaller or larger buses (above or below a 5' size differential), or do a sub-fleet reconfiguration, the replacement sub-fleet will have a comparable number of seats as the vehicles being replaced. Paratransit vehicles can be replaced with the next larger vehicle providing the existing vehicle is operated for the useful life period of the vehicle that it is being upgraded to. Any other significant upgrade in size will be considered as vehicle expansion and not vehicle replacement. For urgent replacements not the result of deferred maintenance and replacement of assets 20% older than the usual replacement cycle (e.g., 12 or 16 years for buses depending on type of bus), a project may receive an additional point.	
<b>Revenue Vehicle Rehabilitation</b>	<b>16</b>
Vehicle Rehabilitation - major maintenance, designed to extend the useful life of a revenue vehicle (+5 years for buses, +20 years for railcars, +20 years for locomotives, +20 years for heavy hull ferries). Rehabilitation of historic railcars, which have, by definition, extended useful lives, is included in this category.	
<b>Core Capacity Challenge Grant Program Projects</b>	<b>16</b>
Projects proposed for TCP funding in the CCCGP (MTC Resolution No. 4123) that are not otherwise Score 16.	
<b>Used Vehicle Replacement</b>	<b>16</b>
Used Vehicle Replacement - replacement of a vehicle purchased used (applicable to buses, ferries, and rail cars) is eligible for federal, state, and local funding that MTC administers. Funds in this category include FTA Section 5307, STP, CMAQ, STIP, and Net Toll Revenues. However, funding for replacement of the used vehicle will be limited to a proportionate share of the total project cost, equal to the number of years the used vehicle is operated beyond its standard useful life divided by its standard useful life (e.g., if a transit property retained and operated a used transit bus for 5 years, it is eligible to receive 5/12 <sup>th</sup> of the allowable programming for the project).	

<b>Fixed Guideway Replacement / Rehabilitation</b>	<b>16</b>
Rehabilitation/Replacement Fixed Guideway - projects replacing or rehabilitating fixed guideway equipment at the end of its useful life, including rail, guideway, bridges, traction power systems, wayside train control systems, overhead wires, cable car infrastructure, and computer/communications systems with a primary purpose of communicating with or controlling fixed guideway equipment. Projects in this category are subject to fixed guideway project caps.	
<b>Ferry Propulsion Systems</b>	<b>16</b>
Ferry Propulsion Replacement—projects defined as the mid-life replacement and rehabilitation of ferry propulsion systems in order that vessels are able to reach their 25-year useful life. Projects in this category are subject to fixed guideway project caps.	
<b>Ferry Major Component</b>	<b>16</b>
Ferry Major Components—projects associated with propulsion system, inspection, and navigational equipment required to reach the full economic life of a ferry vessel. Projects in this category are subject to fixed guideway project caps.	
<b>Ferry Fixed Guideway Connectors</b>	<b>16</b>
Ferry Fixed Guideway Connectors—floats, gangways, and ramps associated with the safe moorage and boarding of passengers to/from ferry vessels. Projects in this category are subject to fixed guideway project caps.	
<b>Revenue Vehicle Communication Equipment</b>	<b>16</b>
Communication Equipment – Includes on-board radios, radio base stations, and computer/communications systems with a primary purpose of communicating with and/or location/navigation of revenue vehicles, such as GPS/AVL systems.	
<b>Non-Clipper® Fare Collection/Fareboxes</b>	<b>16</b>
Revenue vehicle and wayside fare equipment are eligible for replacement as score 16. The maximum programming allowance for revenue vehicle fare equipment purchased separately from revenue vehicles is outlined in Section III, Project Funding Caps, providing the fare equipment is not replaced prior to the 12-year replacement cycle for buses. Fare equipment must be compatible with the Clipper® fare collection system.	
<b>Clipper®</b>	<b>16</b>
Clipper® - replacement of Clipper® fare collection equipment and systems.	
<b>Bus Diesel Emission Reduction Devices</b>	<b>16</b>
Bus diesel emission reduction devices or device components required to meet or exceed California Air Resources Board requirements, including first-time retrofits, upgrades, replacements and spares. Devices or components must be installed on buses that will remain in service for at least five (5) years following year programming in order to be treated as Score 16. Only spares up to 10% of the operator's current device inventory will be treated as Score 16. Bus diesel emission device projects treated as Score 16 require a 50% local match. Devices or components installed on buses scheduled to be replaced within five (5) years of programming, and spares in excess of 10% of the operator's inventory, will be treated as Preventive Maintenance (Score 9). See Section V. Programming Policies, Bus Diesel Emission Reduction Device Funding Program.	
<b>Vanpool Support Program</b>	<b>16</b>
Turnkey vanpool services contracted by MTC. This program is subject to funding cap at levels no greater than the projected apportionments generated by vanpool reporting in the urbanized area.	
<b>Safety</b>	<b>15</b>



Safety/Security - projects addressing potential threats to life and/or property. The project may be maintenance of existing equipment or new safety capital investments. Includes computer/communications systems with a primary purpose of communicating with/controlling safety systems, including ventilation fans, fire suppression, fire alarm, intruder detection, CCTV cameras, and emergency “blue light” phones. Adequate justification that the proposed project will address safety and/or security issues must be provided. The TFWG will be provided an opportunity to review proposed projects before a project is programmed funds in a final program. Projects that contribute to a 1% security requirement will be considered Score 16.	
<b>ADA/Non Vehicle Access Improvement</b>	<b>14</b>
ADA - capital projects needed for ADA <i>compliance</i> . Does not cover routine replacement of ADA-related capital items. Project sponsor must provide detailed justification that the project is proposed to comply with ADA. Subject to TFWG review.	
<b>Fixed/Heavy Equipment, Maintenance/Operating Facilities</b>	<b>13</b>
Fixed/Heavy equipment and Operations/Maintenance facility - replacement/rehabilitation of major maintenance equipment, generally with a unit value over \$10,000; replacement/rehabilitation of facilities on a schedule based upon the useful life of the components.	
<b>Station/Intermodal Stations/Parking Rehabilitation</b>	<b>12</b>
Stations/Intermodal Centers/Patron Parking Replacement/Rehab - replacement/rehabilitation of passenger facilities. Includes computer/communications systems with a primary purpose of communicating with/controlling escalators or elevators, and public address or platform display systems at stations or platforms.	
<b>Service Vehicles</b>	<b>11</b>
Service Vehicles - replacement/rehabilitation of non-revenue and service vehicles based on useful life schedules.	
<b>Tools and Equipment</b>	<b>10</b>
Tools and Equipment - maintenance tools and equipment, generally with a unit value below \$10,000.	
<b>Administrative Computer Systems and Office Equipment</b>	<b>9</b>
Office Equipment - computers, copiers, fax machines, etc. Includes administrative - MIS, financial, HR, scheduling, transit asset management, and maintenance management systems.	
<b>Preventive Maintenance</b>	<b>9</b>
Preventive Maintenance - ongoing maintenance expenses (including labor and capital costs) of revenue and non-revenue vehicles that do not extend the life of the vehicle. This includes mid-life change-out of tires, tubes, engines and transmissions that do not extend the life of the vehicle beyond the twelve years life cycle. Preventive Maintenance may be treated as Score 16 under certain circumstances; see Section V. Programming Policies, Preventive Maintenance Funding.	
<b>Operational Improvements/Enhancements</b>	<b>8</b>
Operational Improvement/Enhancements - any project proposed to improve and/or enhance the efficiency of a transit facility.	
<b>Operations</b>	<b>8</b>
Operations—costs associated with transit operations such as the ongoing maintenance of transit vehicles including the cost of salaries. See Section V, Limited Use of FTA Funds for Operating Purposes.	
<b>Expansion</b>	<b>8</b>
Expansion - any project needed to support expanded service levels.	

### **C. Programming Policies**

#### **Project Apportionment Model for Eligible Urbanized Areas**

There are four elements that need to be considered to determine operators' urbanized area apportionment: multi-county agreements, high-scoring capital needs, the 10% ADA set-aside amounts, the Lifeline set-aside amounts, and the Unanticipated Costs Reserve. The Regional Priority Model, as explained in paragraph (a), establishes funding priority for apportioning high-scoring capital projects to eligible urbanized areas. Funding may be limited by multi-county agreements as explained in paragraph (b) below. Eligible programming revenues are net of the 10% ADA set-aside discussed in paragraph (c) below, and the Vehicle Procurement Reserve, if any, described at the end of this section.

- a) *Regional Priority Programming Model:* The 2000 Census changes to the region's urbanized areas made numerous operators eligible to claim funds in more than one urbanized area. This has necessitated a procedure for apportioning projects to eligible urbanized areas. The *Regional Priority Model*, as described below, was fashioned to prioritize funds for the replacement of the region's transit capital plant, while minimizing the impact of the 2000 Census boundary changes. The 2010 Census did not result in any major changes to the region's urbanized areas.

The model assumes a regional programming perspective and constrains regional capital demand to the amount of funds available to the region, prior to apportioning projects to urbanized areas. It then apportions projects to urbanized areas in the following order:

- i. Funds are apportioned first for operators that are the exclusive claimant in a single UZA (e.g., LAVTA, Fairfield, etc.)
  - ii. Fund projects for operators that are restricted to receiving funds in one urbanized area (e.g., SFMTA, AC Transit, WestCAT, CCCTA, etc.)
  - iii. Fund balance of operator projects among multiple urbanized areas, as eligibility allows, with the objective of fully funding as many high scoring projects as possible.
  - iv. Reduce capital projects proportionately in urbanized areas where need exceeds funds available.
  - v. Fund lower scoring projects (additional programming flexibility) to operators in urbanized areas where apportionments exceed project need.
- b) *Multi-County Agreements:* For some operators, urbanized area (UZA) apportionments are guided by multi-county agreements. Aside from the

acknowledged agreements, funds are apportioned based on the regional priority model.

There are three specific agreements that are being honored under the negotiated multi-county agreement model: the Caltrain Joint Powers Board Agreement, the Altamont Commuter Express (ACE) Cooperative Services Agreement and the Santa Rosa UZA Agreement.

Consideration for future agreements will include representation from each interested county, interested transit property, or an appointed designee, and be approved by all operators in the affected UZA and MTC.

- c) *10% ADA Paratransit Service Set-Aside*: The FAST Act and the BIL cap the share of each urbanized area's Section 5307 apportionment that can be programmed for ADA paratransit service operating costs at 10%. An amount equal to 10% of each participating urbanized area's FTA Section 5307 apportionment will be set-aside to assist operators in defraying ADA paratransit operating expenses. The purpose of this set-aside is to ensure that in any one year, a transit operator can use these funds to provide ADA service levels necessary to maintain compliance with the federal law, without impacting existing levels of fixed route service. ADA set-aside programmed to small UZA operators will not impact eligible programming amounts in large UZAs.

The formula for distributing the 10% ADA operating set-aside among the eligible operators in each UA is based on the following factors:

- (i) Annual Demand Response (DR) Operating Expenses (45%),
- (ii) Annual Demand Response (DR) Ridership (45%), and
- (iii) Annual Overall Ridership (10%)
- (iv) Operators with zero DR Operating Expenses and DR Ridership will not receive ADA set-aside.

Table 7 shows the percentages by operator and urbanized area (Data Source: NTD, Year: 2018). The table may be revised based on updated NTD data in future years.

**Table 7: ADA Set-aside Percentages by Operator and Urbanized Area**

Operator	Large UZAs					Small UZAs						
	San Francisco-Oakland	San Jose	Concord	Antioch	Santa Rosa	Vallejo	Fairfield	Vacaville	Napa	Livermore	Gilroy-MH	Petaluma
AC Transit	35.6%											
ACE	0.0%		0.0%									
BART	12.3%		27.7%	21.1%								
Caltrain	0.0%	0.0%										
CCCTA			61.0%									
Fairfield-Suisun Transit							100%					
GGBHTD	1.9%											
LAVTA			11.2%							100%		
Marin County Transit	5.5%											
Napa VINE						19.7%			100%			
Petaluma Transit												65.0%
SamTrans	13.7%											
SFMTA	28.2%											
Santa Rosa CityBus					41.0%							
SolTrans						80.3%						
Sonoma County Transit					59.0%							35.0%
SMART	0.0%				0.0%							0.0%
Tri Delta Transit				78.9%								
Union City	1.0%											
Vacaville								100%				
WestCat	1.9%											
WETA	0.0%											
VTA		100.0%									100%	
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

- 1) For small UZAs of Fairfield, Vacaville, and Napa, ADA Paratransit Programming is optional, as funds may be otherwise programmed for other operating expenses.
- 2) Formula based on three weighted factors: a) Operator's Annual Demand Response Expenses (45%), b) Operator's Annual Demand Response Ridership (45%), and c) Operator's Overall Annual Systemwide Ridership (10%).
- 3) To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area.
- 4) ACE, Caltrain, SMART, and WETA do not report Demand Response service statistics to NTD, and are therefore ineligible for an ADA Set-Aside share.
- 5) Percent shares are based on the 2018 NTD Report.

An operator may use its share of the FTA Section 5307 set-aside for other capital projects if the operator can certify that:

- Their ADA paratransit operating costs are fully funded in its proposed annual budget;
- For jointly-funded paratransit services, operators' FTA Section 5307 ADA set-aside shares have been jointly considered in making decisions on ADA service levels and revenues.

If MTC is satisfied with the operator's certification, the operator may re-program its set-aside for any Score 16 project(s), including those projects funded under

FG caps. To ensure that the Section 5307 10% set-aside funding is duly considered for annual ADA paratransit needs, there will be no multi-year programming of the 10% ADA set-aside to capital-only purposes.

- d) *Lifeline Set-Aside*: MAP-21 eliminated the Job Access and Reverse Commute (JARC) program (Section 5316) and combined JARC functions and funding with the Urbanized Area Formula (Section 5307) and the Non-urbanized Area Formula (Section 5311) programs. JARC projects were made eligible for 5307 funding, and 3.07% of 5307 appropriations are apportioned by the JARC low-income formula. However, there are no minimum or maximum amounts that can be programmed for JARC projects.

The region has historically used JARC funds apportioned to large urbanized areas to support the Lifeline program. In recognition of the changes to the JARC program and the continued need for funding for the Lifeline program:

- The first priority for 5307 funds apportioned by the JARC formula is the Lifeline program;
- Funds will be set aside for the Lifeline program based on an analysis of the amount of apportionments in each UZA that is apportioned by the low-income formula;
- Section 5307 funds programmed for JARC projects shall be subject to the Lifeline Program guidelines in effect for that year of programming, rather than to the TCP Policies, provided such projects are consistent with federal laws and regulations related to Section 5307.

#### **Limited Use of FTA Funds for Operating Purposes**

FTA permits the use of FTA Section 5307 small urbanized funds to be used for operating purposes. For operators eligible to claim in both large and small urbanized areas, the amount of funds used for operating will be deducted from the amount of capital claimed in the large UA.

MAP-21 provided new eligibility for small and medium-sized bus operators in large urbanized areas to use Section 5307 funds for operating assistance. For operators with up to 75 buses, 75% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. For operators with 76 to 100 buses, 50% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. Eligible operators may request operating assistance up to the maximum eligible amount, but operating assistance will be programmed only after higher scoring projects in the urbanized area are funded. Operating assistance requests will be treated at Score 8 in the programming process (see Table 6 Project Scores above).

### **Specified Urbanized Area Flexibility**

In urbanized areas with only one transit operator (Fairfield, Vacaville, Napa) greater flexibility for funding lower scoring projects will be allowed, providing that other operators in the region are not impacted. These operators will also be allowed to use funds for operating, without reduction of funding for capital projects, providing that capital is adequately maintained and replaced on a reasonable schedule as outlined in each operator's SRTP or other board-approved capital plan, and in accordance with goals outlined in the RTP for maintaining the region's capital plant (maintenance of effort).

### **Associated Transit Improvements**

The FAST act eliminated the requirement that 1% of the FTA section 5307 apportionments in large urbanized areas be programmed for Associated Transit Improvements (formerly referred to as transit enhancements). However, designated recipients must still submit an annual report listing projects carried out in the preceding year with these funds as part of the Federal fiscal year's final quarterly progress report in TrAMS. The report should include the following elements:

- (A) Grantee name;
- (B) UZA name and number;
- (C) FTA project number;
- (D) Associated transit improvement category;
- (E) Brief description of improvement and progress towards project implementation;
- (F) activity line item code from the approved budget; and
- (G) Amount awarded by FTA for the project. The list of associated transit improvement categories and activity line item (ALI) codes may be found in the table of Scope and ALI codes in TrAMS. To assist MTC staff in preparing this report, grantees should continue to identify associated transit improvement projects that will receive funding from the Urbanized Area Formula Program.

### **Preventive Maintenance Funding**

Preventive maintenance will be considered a Score 9 funding priority in Transit Capital Priorities, unless the conditions for one of the following four policy elements are met, in which case preventive maintenance will be treated as Score 16. For an individual operator to make use of preventive maintenance funding, other operators in the region must be able to move forward with planned capital replacement. It is the intent of this policy that funding for preventive maintenance will not increase the region's transit capital shortfall.

- a) *Funding Exchange*: Operators who wish to exchange a capital project for preventive maintenance funding in order to use their local or state funds to

ease federal constraints or strictly as a financing mechanism may do so providing that the replacement asset funded with local funds is comparable to the asset being replaced and is maintained in service by the purchasing operator for its full useful life as outlined in Section V. The Funding Exchange element can be applied to lower scoring capital projects as well as preventive maintenance. Operators using the Funding Exchange element must certify in writing that the assets will be replaced with non-federal funds.

- b) *Capital Exchange*: In this option, an operator could elect to remove an eligible capital project from TCP funding consideration for the useful life of the asset in exchange for preventive maintenance funding. The funding is limited to the amount of capital funding an operator would have received under the current TCP policy in a normal economic climate. If an operator elects to replace the asset - removed from regional competition for funding under these provisions – earlier than the timeline established for its useful life, the replacement will be considered an expansion project. Operators using the Capital Exchange element will be limited to two years preventive maintenance funding within a 12-year period.
- c) *Negotiated Agreement within an Urbanized Area*: In the third option, an operator may negotiate with the other operators in the affected urbanized areas to receive an amount of preventive maintenance funding, providing that a firewall is established between the affected urbanized area(s) and all other urbanized areas. This will ensure that other operators' high-scoring capital replacement projects are not jeopardized.
- d) *Budgetary Shortfalls*: Requests for preventive maintenance to meet budgetary shortfalls will be considered on a case-by-case basis if a fiscal need can be demonstrated by the requesting operator based on the guidelines outlined below. MTC must declare that a fiscal need exists to fund preventive maintenance where such action would displace higher scoring capital projects ready to move forward in a given fiscal year. A fiscal need can be declared if the following conditions exist:
  - An operator must demonstrate that all reasonable cost control and revenue generation strategies have been implemented and that a residual shortfall remains.
  - An operator can demonstrate that the shortfall, if not addressed, would result in a significant service reduction.

The Commission will consider the severity of the shortfall and the scope and impact of the service cuts in determining whether fiscal need exists. Operators establishing a fiscal need must also adhere to the following four requirements in order to be eligible to receive funding for preventive maintenance:

- i. Operators must successfully show a board approved bridging strategy that will sustain financial recovery beyond the year for which preventive maintenance is requested.

- ii. The bridging strategy should not rely on future preventive maintenance funding to achieve a balanced budget. In other words, should a service adjustment be required to balance the budget over the long run, preventive maintenance should not be invoked as a stopgap to inevitable service reductions.
- iii. Funds programmed to preventive maintenance should not be considered as a mechanism to sustain or replenish operating reserves.
- iv. Operators requesting FTA formula funds will be limited to two years preventive maintenance funding within a 12-year period.

The requesting operator will enter into an MOU with MTC or other formal agreement or action, such as Board approvals, and if applicable, with other transit properties affected by the preventive maintenance agreement. The agreement or actions will embody the four eligibility requirements outlined above as well as any other relevant terms and conditions of the agreement.

e) *Emergency duration special protocols:*

*Until the Commission removes them, the following special protocols are in effect for this section due to the Covid-19 pandemic.*

- Operating funding is eligible in addition to preventive maintenance funding, for those operators eligible under FTA rules, including applicable Emergency Relief provisions enacted by FTA.*

*Under declaration of fiscal need:*

- Operator demonstration of implementation of reasonable cost control and revenue generation strategies may take into account special pandemic factors such as stopping fare collection for public safety, service levels that allow for physical distancing by passengers, and avoidance of deep service and labor cuts in anticipation of recovery.*
- Operator demonstration that shortfall not being addressed would result in significant service reduction may likewise take into account pandemic factors, such as already-reduced schedules and transition schedules planned for a return to full service.*

*Under operator requirements for eligibility:*

- Bridging strategy does not need to be approved by operator's board. However, it should still be prepared at the staff level, and will be summarized for the Commission as part of any program recommendations.*



*-The provision limiting two years of preventive maintenance/operations funding within a 12-year period will not apply during this emergency period.*

*The MOU requirement listed above in subsection (d) is waived.*

*Emergency relief requests and programming are subject to the Principles for Redirecting Funds to Transit Operators (Appendix 3).*

### **Vehicle Procurement Reserves**

The TCP Program may reserve funds for future programming for major vehicle replacement/procurement projects (e.g. BART, SFMTA, Caltrain). The programming of such reserves will be based on the cash-flow needs of the projects and available revenue streams.

### **Grant Spend-down Policy**

This policy conditions new programming on the expenditure of prior year grants in order to direct the region's limited funds to the projects most in need of additional resources and accelerate the delivery of TCP projects.

The focus of this policy is on fixed guideway (FG) projects, as vehicle procurement projects are generally completed in a timely manner. Each year, MTC staff will calculate the balance of older FG grants from TrAMS data in consultation with each operator. The goal amounts will be compared against TrAMS grant balances for the appropriate grants in September of each year to determine if the goals have been met. The policy establishes a target for spending a specified percentage of the grant balance each year. Table 9 below explains the spend-down goals for each program year.

If the goals for each operator are met, the full FG cap amounts specified for that operator in the relevant section above will be programmed, subject to funding availability. However, if the target is not met, staff will defer the FG funding for those operators not meeting their goals proportionate to the percentage of the prior-year grants unexpended. If the goal is then met in subsequent years, the full FG cap would be programmed, subject to funding availability. Additionally, operators will have the opportunity to request deferred FG cap amounts in later years, subject to meeting their grant spend-down goals and availability of funding. Programming of these deferred caps will be treated as a lower priority than other Score 16 projects.

#### *Restoration of Deferred Fixed Guideway Caps:*

- Voluntarily-deferred caps: the deferred amount will be programmed in the year of the operator's choosing, programmed as a prior-year commitment.
- Involuntarily-deferred caps: in years when additional funding is available, after meeting Debt Service payment requirements, a subcommittee of the FG operators will be called to evaluate proposals to restore prior-year involuntarily

deferred caps. The recommendations of this subcommittee will be considered for programming recommendations to the Commission.

- Restoration of any deferred caps to an operator, whether voluntary or involuntary, would be rescinded if the operator does not meet their spend-down target in the same year.
- Operators who do not meet their spend-down target in the year of a proposed restoration or the immediately-prior year would not be eligible for cap restoration.

Fixed guideway programming for FY2020-21 will be based on an analysis of grant spending through September of 2020. Future programming will include the full cap amounts, but will be conditioned on meeting the grant spend-down goals in the appropriate year. Should an operator not meet its target in a given year, the FG cap amount in the preliminary program would be reduced accordingly in that year's POP amendment.

**Table 9: FY2024-25 to FY 2028-29 Program Grant Spend-Down Policy**

Program Year	Basis for Balance	Spend-Down Target	Spend-Down Period
FY2024-25	Undisbursed balance of FG grants awarded FFY2017-18 or earlier, as of 9/2020	Remaining balance, as of 9/2023	9/2023 to 9/2024
FY2025-26	Undisbursed balance of FG grants awarded FFY2021-22 or earlier, as of 9/2024	1/4 of balance, as of 9/2024	9/2024 to 9/2025
FY2026-27		1/3 of remaining balance, as of 9/2025	9/2025 to 9/2026
FY2027-28		1/2 of remaining balance, as of 9/2026	9/2026 to 9/2027
FY2028-29		Remaining balance, as of 9/2027	9/2027 to 9/2028

#### **Timely Obligation of Funds**

Operators must, by January 31 of the year funds will lapse, indicate their intention to: obligate programmed funds; signal that the operator will obligate by September 30; or request a voluntary deferral of those funds. MTC Staff will prepare reports on un-obligated funds and inform operators of the necessity to either obligate or defer. Voluntary deferrals will be programmed in the year of the operator's choosing, programmed as a prior-year commitment.

This policy is meant to operationalize the

**Table 10: FY2024-25 to FY2029-30 Program Timely Obligation of Funds Policy**

Program Year	Lapsing Funds Program Year	Deadline to Obligate or Defer	Funds Lapse
FY2024-25	FFY 2019-20 – 5307 FFY 2021-22 – 5337/5339	1/2025	9/30/2025
FY2025-26	FFY 2020-21 – 5307 FFY 2022-23 – 5337/5339	1/2026	9/30/2026
FY2026-27	FFY 2021-22 – 5307 FFY 2023-24 – 5337/5339	1/2027	9/30/2027
FY2027-28	FFY 2022-23 – 5307 FFY 2024-25 – 5337/5339	1/2028	9/30/2028
FY2028-29	FFY 2023-24 – 5307 FFY 2025-26 – 5337/5339	1/2029	9/30/2029
FY2029-30	FFY 2024-25 – 5307 FFY 2026-27 – 5337/5339	1/2030	9/30/2030

### **Joint Procurements**

In recognition of the policy direction of the Transit Sustainability Project Resolution No. 4060, before TCP funds are programmed for revenue vehicles, non-revenue vehicles, communications and vehicle location systems, fare collection equipment, bus emission reduction devices, computer systems, including management information systems and maintenance/asset management systems, or other equipment, operators must evaluate and pursue, as appropriate, opportunities for joint procurements and integrated operations with other operators. The “Compensation for Cost Effective Bus Purchases” that was introduced into the TCP Policy with the prior update will provide operators an extra incentive to pursue joint procurement opportunities. MTC will coordinate discussions if requested.

### **Transit Asset Management**

FTA issued a final rule related to transit asset management and NTD reporting for transit providers in July, 2016; the effective date of the rule is October 1, 2016. The rule establishes a National Transit Asset Management (TAM) System in accordance with the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21). The National TAM System elements include the definition of “state of good repair”, a requirement that providers develop and carry out a TAM plan, performance measures and targets for capital assets, reporting requirements, and the application of analytical processes and decision support tools.

### **Implementation Timeline & Rule Compliance**

#### ***TAM Plans***

A provider’s initial TAM plan must be completed no later than two years after the effective date of the final rule i.e. by September 2018. A TAM Plan must cover a horizon period of at least four (4) years and must be updated at least once every four years. The

Plan update should coincide with the planning cycle for the relevant Transportation Improvement Program or Statewide Transportation Improvement Program.

#### TAM Plan Requirements

TAM Plan Requirements apply to all direct recipients and sub-recipients of Federal financial assistance under 49 U.S.C. Chapter 53 that own, operate, or manage capital assets used for providing public transportation. The TAM Plan requirements also vary based on whether the provider is a Tier 1, or Tier 2 provider:

- Tier 1 Providers – All rail transit providers and all recipients that own, operate or manage 101 or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode. Tier 1 providers must develop TAM plans including elements 1 – 9 listed below.
- Tier 2 Providers – A recipient that owns, operates, or manages 100 or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, or is a sub-recipient under the 5311 Rural Area Formula Program. Tier 2 operators may develop their own TAM plan or participate in a group TAM plan and need only include elements 1 – 4 as listed below. A sponsor must develop a group TAM plan for its Tier 2 sub-recipients, except those sub-recipients that are also direct recipients under 49 U.S.C. 5307.

#### *TAM Plan Elements*

- i. An inventory of the number and type of capital assets owned by the provider except equipment with an acquisition value under \$50,000 that is not a service vehicle. The inventory must include third-party owned or jointly procured exclusive-use maintenance facilities, administrative facilities, rolling stock, and guideway infrastructure used by a provider in the provision of public transportation. The asset inventory must be organized at a level of detail commensurate with the level of detail in the provider's program of capital projects.
- ii. A condition assessment of those inventoried assets for which a provider has direct capital responsibility.
- iii. A description of the analytical processes or decision-support tools that a provider uses to estimate capital investment needs over time and develop its investment prioritization.
- iv. A provider's project-based prioritization of investments
- v. A provider's TAM and SGR policy
- vi. A provider's TAM plan implementation strategy
- vii. A description of key TAM activities that a provider intends to engage in over the TAM plan horizon period
- viii. A summary or list of the resources, including personnel, that a provider needs to develop and carry out the TAM plan; and

- ix. An outline of how a provider will monitor, update, and evaluate, as needed, its TAM plan and related business practices to ensure continuous improvement of TAM practices

MTC is proposing that the region take a coordinated approach in complying with the rule, in order to maximize the potential for region-wide benefits, including, but not limited to, the development of a group plan for Tier 2 operators.

Performance Targets

Additionally, recipients need to report on the condition of their system and performance targets. The final rule establishes SGR standards and four SGR performance measures. Targets for the following fiscal year must be set, for each applicable asset class, each year. To the extent practicable, a provider must coordinate with the States and MPOs in the selection of State and MPO performance targets. In addition, MTC will need to set regional performance targets for transit asset condition.

The individual operator targets will also serve as the basis of the regional performance targets. To facilitate the translation of operator to regional performance targets, MTC is proposing some parameters for operators to follow in the setting of their agency TAM targets, including:

- Consistency with Plan Bay Area and Transit Capital Priorities (TCP) Policies – With a goal of establishing a nexus between performance targets and MTC’s programming and planning policies, transit operator performance targets should be as consistent as possible with Plan Bay Area investments and current programming policies.
- Limited/Consistent Asset Classes – Since targets are required to be set for each relevant asset class, MTC is proposing to limit or consolidate the number of motor bus asset classes that have associated targets to be consistent with the bus/van price list used in the TCP process and guidance from the FTA on target-setting by asset class for facilities. Without some standardization of asset classes, the variations of asset classes among operators would result in an unwieldy number of targets.

MTC, as a designated recipient, is required to report to the Department of Transportation on the condition of its recipients’ public transportation systems and performance targets. Therefore, all operators are required to report their targets to MTC prior to the end of each calendar year.

**Transit Core Capacity Challenge Grant Program: Resolution No. 4123**

The Transit Core Capacity Challenge Grant program (CCCCGP) makes a policy commitment of approximately \$7.4 billion in federal, state, regional and local funds over the FY2014-15 to FY2029-30 period to high-priority transit capital projects that will

improve the capacity and state of good repair of transit services in the urban core of the region.

The \$7.4 billion Core Capacity Challenge Grant program:

- \* Focuses on the SFMTA, BART, and AC Transit – the three transit operators that carry 80% of the region’s passengers as well as more than three-quarters of the minority and low-income passengers.
- \* Leverages regional discretionary funds and local contributions, including proposed Cap and Trade revenue.
- \* Accelerates and solidifies funding for fleet replacement projects, and identifies new funding for key enhancement projects.
- \* Requires that the participating operators meet the performance objectives of the Transit Sustainability Project.

TCP programming for all projects identified in the CCCGP will be consistent with the funding amounts, local match requirements and other terms and conditions specified in MTC Resolution No. 4123.

All projects proposed for TCP funding in the CCCGP that are not otherwise Score 16 will be treated as Score 16. CCCGP fixed guideway infrastructure projects included in the CCCGP program of projects may be funded with a combination of fixed guideway cap funds and additional TCP funds above the operator’s fixed guideway cap. Programming for CCCGP projects is based on cash flow needs, funding availability, and other policy elements.

In order to meet cash flow needs of the CCCGP and other TCP projects in years in which project funding needs exceed the region’s annual FTA apportionments, financing may be required to advance future FTA/STP revenues. Debt service, including principal and interest payments, for any such financing will be treated as Score 17.

### **Financing**

MTC staff, working with financial and legal advisors, and transit operator staff through the Partnership's Transit Finance Working Group, has been developing plans to finance one or more transit capital projects by borrowing against future Federal Transit Administration (FTA) formula funds. The projects would be funded all or in part with proceeds of the financing, rather than annual FTA apportionments programmed through the Transit Capital Priorities (TCP) program. A portion of the region's apportionments would be used to make debt service payments. The objective of financing is to accelerate the funding and delivery of critical capital projects by advancing FTA funds from future years when annual apportionments are projected to exceed high-priority needs, to the next four-year TCP programming cycle, when needs are projected to exceed annual apportionments.

The need for financing was anticipated when MTC adopted the Core Capacity Challenge Grant Program (Resolution 4123) in 2013, which established a \$7.5 billion, 16-year funding framework for a set of key projects designed to increase capacity and improve the state of good repair of transit service in the urban core of the region, including fleet replacement and expansion for BART, SFMTA and AC Transit, and related infrastructure projects. The Core Capacity funding plan includes \$3.5 billion in FTA and other federal funds, of which a portion would be advanced through financing to accelerate completion of the projects.

The specific terms of any financing would be subject to agreements between the operator and MTC, MTC, the operator, and FTA, and MTC and bondholders. Debt service, including principal and interest payments, will have the highest priority among programming needs and will receive a Score 17 in developing the program. Debt service will be paid from apportionments in the same urbanized area(s) in which the operator whose project(s) are being financed is eligible. It is expected that any debt would be repaid over a 10-15 year period.

### **Vanpool Reporting & Programming**

MTC's vanpool subsidy program began November 1, 2018. MTC began reporting vanpool data to NTD in 2019 for FY2018-19. Staff may propose to include in the TCP program, starting with the FY2020-21 program, 5307 funds for the Vanpool Support Program.

The amount proposed for programming from each urbanized area will not exceed the projected apportionments generated by vanpool reporting in the urbanized area. Any apportionments that are generated by vanpool reporting but are not programmed for the Vanpool Support Program will be available for programming to transit operator projects following the TCP programming guidelines. Staff anticipates submitting its own 5307 grants to FTA to request funds programmed for the Vanpool Support Program, but may elect to ask one or more transit operators to request the funds on MTC's behalf, and enter into a pass-through agreement with MTC.

#### **IV. ONE BAY AREA GRANT PROGRAM TRANSIT CAPITAL PROGRAM**

The Commission's One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy for FY2017-18 through FY 2021-22, MTC Resolution No. 4202, Revised, includes \$189 million in STP/CMAQ funding for transit priorities, including BART car replacement and expansion, replacement of Clipper equipment and development of Clipper 2.0, and the TPI Program. Specific projects are included in Attachment B-1 to MTC Resolution No. 4202, Revised.

The Commission is expected to adopt the Cycle 3 / One Bay Area Grant Program (OBAG 3) Program Project Selection Criteria and Programming Policy for FY2022-23 through FY 2026-27 in calendar year 2021.

This section specifies the programming policies for OBAG 2 funds for TCP projects, and will be updated to the extent that OBAG 3 includes funding for transit capital needs.

##### **Transit Capital Priorities**

Certain OBAG 2 funds are programmed for transit capital replacement and rehabilitation projects to supplement the FTA funds in the Transit Capital Priorities program. OBAG 2 funds for TCP projects will be programmed using the same policies and procedures as used for the FTA formula funds, as specified in Section III. FTA Formula Funds, with priority given to Score 16 projects that meet the eligibility criteria for STP or CMAQ, and that cannot be fully funded with FTA funds within the program's fiscal constraints.



**APPENDIX 1 – BOARD RESOLUTION**

***Sample Resolution of Board Support***

***FTA Section 5307, 5337, and 5339, and Surface Transportation Program Project Application***

Resolution No. \_\_\_\_\_

**AUTHORIZING THE FILING OF AN APPLICATION FOR FTA FORMULA PROGRAM AND SURFACE  
TRANSPORTATION PROGRAMS FUNDING FOR (project name) AND COMMITTING THE  
NECESSARY LOCAL MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF (name of  
jurisdiction) TO COMPLETE THE PROJECT**

**WHEREAS**, Infrastructure Investment and Jobs Act, or the Bipartisan Infrastructure Law (BIL, Public Law 117-58) continues and establishes new Federal Transit Administration formula programs (23 U.S.C. §53) and continues the Surface Transportation Program (23 U.S.C. § 133); and

**WHEREAS**, pursuant to BIL, and the regulations promulgated there under, eligible project sponsors wishing to receive Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, or Section 5339 Bus and Bus Facilities (collectively, FTA Formula Program) grants or Surface Transportation Program (STP) grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

**WHEREAS**, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

**WHEREAS**, (applicant) is an eligible project sponsor for FTA Formula Program or STP funds; and

**WHEREAS**, (applicant) wishes to submit a grant application to MTC for funds from the FY2020-21 FTA Formula Program or STP funds, for the following project(s):  
(project description) .

**WHEREAS**, MTC requires, as part of the application, a resolution stating the following:

- 1) the commitment of necessary local matching funds (18-50% for FTA Formula Program funds, depending on project type, and 11.47% for STP funds); and

- 2) that the sponsor understands that the FTA Formula Program and STP funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded from FTA Formula Program or STP funds; and
- 3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
- 4) that the sponsor understands that FTA Formula Program funds must be obligated within three years of programming and STP funds must be obligated by January 31 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

**NOW, THEREFORE, BE IT RESOLVED** by (governing board name) that (applicant) is authorized to execute and file an application for funding under the FTA Formula Program and/or Surface Transportation Program in the amount of (\$request) for (project description); and

**BE IT FURTHER RESOLVED** that (governing board) by adopting this resolution does hereby state that:

- 1) (applicant) will provide (\$ match amount) in local matching funds; and
- 2) (applicant) understands that the FTA Formula Program and STP funding for the project is fixed at ( \$ actual amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost increases to be funded with FTA Formula Program and Surface Transportation Program funds; and
- 3) (project name) will be built as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and
- 4) The program funds are expected to be obligated by January 31 of the year the project is programmed for in the TIP; and
- 5) (applicant) will comply with FTA requirements and all other applicable Federal, State and Local laws and regulations with respect to the proposed project; and

**BE IT FURTHER RESOLVED\***, that (agency name) is an eligible sponsor of projects in the program for FTA Formula Program and STP funds; and

**BE IT FURTHER RESOLVED\***, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and

**BE IT FURTHER RESOLVED\***, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and

**BE IT FURTHER RESOLVED\***, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and

**BE IT FURTHER RESOLVED**, that (agency name) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

**BE IT FURTHER RESOLVED** that a copy of this resolution will be transmitted to the MTC prior to MTC programming the FTA Formula Program or Surface Transportation Program funded projects in the Transportation Improvement Program (TIP); and

**BE IT FURTHER RESOLVED** that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP.

**\* Not required if opinion of counsel is provided instead.**

## **APPENDIX 2 – OPINION OF COUNSEL**

### ***Sample Opinion of Legal Counsel***

#### ***FTA Section 5307, 5337, 5339 and STP Project Application***

(Date)

To: Metropolitan Transportation Commission

Fr: (Applicant)

Re: Eligibility for FTA Section 5307 Program, FTA 5337 State of Good Repair Program, FTA 5339 Bus and Bus Facilities Program, and Surface Transportation Program (STP)

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) for funding from the FTA Section 5307, 5337 or 5339 programs, or STP, made available pursuant to the Fixing America's Surface Transportation federal transportation authorization (FAST, Public Law 114-94), the Infrastructure Investment and Jobs Act, or the Bipartisan Infrastructure Law (BIL, Public Law 117-58) or successor legislation.

1. (Applicant) is an eligible sponsor of projects for the FTA Section 5307, 5337 or 5339 programs, or the STP program.
2. (Applicant) is authorized to submit an application for FTA Section 5307, 5337 or 5339 funding, or STP funding for (project).
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) making applications FTA Section 5307, 5337 or 5339 program funds, or STP funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) to carry out such projects.

Sincerely,

---

Legal Counsel

---

Print name

***Optional Language to add to the Resolution for Local Support***

Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

***Resolved, that (agency name) is an eligible sponsor of projects in the FTA Formula Program and STP Programs; and be it further***

***Resolved, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and be it further***

***Resolved, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and be it further***

***Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further***

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided (Appendix 2).

### **APPENDIX 3 – PRINCIPLES FOR REDIRECTING FUNDS TO TRANSIT OPERATIONS**

**(As approved by Commission on December 16, 2020)**

These principles apply to fund sources that are under the direct authority of the Metropolitan Transportation Commission to program, allocate, distribute or otherwise control; and that such fund sources allow flexibility to direct to transit operations within existing statutory authorities.

1. Use funding to smooth the transition to a transit system based on service demand and available resources. – A re-direction of funding for transit operations would be intended as temporary relief, not an ongoing subsidy. The Commission seeks to aggressively pursue new funding at the federal and state levels to help catalyze a financial recovery for public transit that approaches its status prior to the COVID-19 pandemic and its devastating impacts on ridership. Until which time such aid and recovery are realized, these investment principles and any attendant actions are designed to ease the disruption.

To ease the disruption to agency labor forces and the public, funding should provide a “glide path” to an optimized system, once the availability of future operating resources and the demand for service are better understood. An expected federal funding relief package, a proposed vaccine roll-out plan, or other similar information could be important factors to right-size the system and establish a transition glide path.

2. The benefits of redirecting funds to transit operations should outweigh the disbenefits. – The opportunity costs or trade-offs involved with re-directing funds from their intended usage to transit operations can include, but are not limited to:
  - Capital job losses
  - Safety and reliability concerns if fund source is normally directed to state of good repair purposes
  - Other pandemic recovery strategies including bicycle/pedestrian, mobility, and regional programs and projects
  - Inability to implement Plan Bay Area /Sustainable Communities Strategy goals, priorities and climate objectives, and meet multiple federal performance requirements
  - Inability to fund county priorities including congestion relief and multi-modal improvements; including loss of leveraged state and federal competitive funds
  - The ability of transit service benefitting from redirected funds to address the needs of those most dependent on its preservation, and for whom mobility options present undue burdens

Further, the degree of impact that a redirection of a specific funding source might have, given the scale of operations funding need, should be considered. An analysis of the relevant costs and benefits should be conducted prior to the redirection of funding.

3. Specific to the federal transit formula funds programmed within the Transit Capital Priorities (TCP) process, the distribution of funds redirected from transit capital priorities to transit operations or preventive maintenance should promote fairness and balance of need across Bay Area operators. – Funds normally used to improve the state of repair of transit capital assets in the region are distributed based on capital rehabilitation and replacement need, limitations posed by federal Urbanized Area (UA) eligibility, and negotiated agreements related to the distribution of formula funds among eligible operators within UAs. Funding redirected from transit capital priorities to transit operations for any particular operator, should be treated as an advance against future funding shares for that operator.
4. Any transit operator utilizing funding subject to these principles to preserve or otherwise enable transit service during the COVID-19 recovery, commits to providing that service consistent with the Transformational Transit Action Plan emerging from the Commission's Blue Ribbon Transit Recovery Task Force. Such investment is intended not as a discrete and singular act, but as part of a suite of actions underway to stabilize transit service overall during the current pandemic crisis, and position that foundation to build a strategic recovery that better addresses the needs of Bay Area transit customers into the future.

Date: March 23, 2022  
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Referred By: PAC  
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06/28/23-C 09/27/23-C  
12/20/23-C 03/27/24-C

ABSTRACT

Resolution No. 4510, Revised

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

This Resolution includes the following attachments:

Attachment A – FY2021-22 Program of Projects

Attachment B – FY2022-23 Program of Projects

Attachment C – FY2023-24 Program of Projects

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

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

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



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

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

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

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

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

Attachments A through D of this resolution were revised on March 27, 2024, to make revisions to the Transit Capital Priorities Program of Projects for FYs 2021-22 through 2023-24 for ACE, AC Transit, BART, Caltrain, CCCTA, GGBHTD, LAVTA, Marin Transit, SFMTA, SamTrans, Soltrans, VTA, and WETA as requested by the operators, and to make an update to MTC's programming.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheets dated March 9, 2022, May 11, 2022, September 14, 2022, March 8, 2023, April 12, 2023, June 14, 2023, September 13, 2023, December 13, 2023, and March 13, 2024.

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12/20/23-C 03/27/24-C

RE: San Francisco Bay Area Regional Transit Capital Priorities Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4510

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on December 13, 2023.

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W.I.: 1512  
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Attachment A  
Resolution No. 4510  
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FY 2021-22 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Actual Apportionments</b>			<b>652,980,135</b>	<b>309,591,917</b>	<b>329,005,589</b>	<b>14,382,629</b>
<b>Previous Year Carryover</b>			<b>3,059,533</b>	<b>2,449,917</b>	<b>-</b>	<b>609,616</b>
<b>Funds Available for Programming</b>			<b>656,039,668</b>	<b>312,041,834</b>	<b>329,005,589</b>	<b>14,992,245</b>
<b>MTC Debt Service</b>						
REG170023	MTC	Debt Service	-	-	-	-
<b>Lifeline Set-Aside</b>						
TBD	TBD - Lifeline	TBD - Reserved for future programming	-	-	-	-
<b>ADA Operating Set-Aside</b>						
VAR210003	AC Transit	ADA Paratransit Assistance	6,729,308	6,729,308	-	-
VAR210003	BART	ADA Paratransit Capital Accessibility Improvements	3,381,044	3,381,044	-	-
VAR210003	CCCTA	ADA Paratransit Assistance	1,823,750	1,823,750	-	-
VAR210003	ECCTA	ADA Operating Assistance	852,076	852,076	-	-
VAR210003	LAVTA	ADA Paratransit Operating Subsidy	546,984	546,984	-	-
VAR210003	MCTD	ADA Paratransit Assistance	1,039,640	1,039,640	-	-
VAR210003	Napa Vine	ADA Operating Assistance	442,601	442,601	-	-
VAR210003	Petaluma	ADA Set-Aside	103,359	103,359	-	-
VAR210003	SamTrans	ADA Paratransit Operating Subsidy	2,589,649	2,589,649	-	-
VAR210003	Santa Rosa	ADA Operating Assistance	313,314	313,314	-	-
VAR210003	SFMTA	ADA Paratransit Operating Support	5,330,519	5,330,519	-	-
VAR210003	SolTrans	ADA Paratransit Operating Subsidy	475,285	475,285	-	-
VAR210003	Union City	ADA Set-Aside	189,025	189,025	-	-
VAR210003	VTA	ADA Operating Set-Aside	5,224,040	5,224,040	-	-
VAR210003	Westcat	ADA Paratransit Operating Subsidy	359,148	359,148	-	-
<b>Total Program Set-asides and Commitments</b>			<b>29,399,742</b>	<b>29,399,742</b>	<b>-</b>	<b>-</b>
<b>Funds Available for Capital Programming</b>			<b>626,639,926</b>	<b>282,642,092</b>	<b>329,005,589</b>	<b>14,992,245</b>
<b>Capital Projects</b>						
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,634,374	1,634,374	-	-
NEW	AC Transit	Replace (23) 40ft Urban Buses - Diesel	8,223,620	1,236,471	-	6,987,149
NEW	AC Transit	Construction of Hydrogen Fueling Infrastructure	5,557,743	5,557,743	-	-
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,896,860	-	1,896,860	-
NEW	ACE	ACE Railcar Replacement	3,200,000	-	3,200,000	-
ALA210008	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-
ALA090065	BART	Fare Collection Equipment	9,562,740	-	9,562,740	-
ALA190014	BART	Elevator Renovation Program	7,000,000	-	7,000,000	-
ALA190014	BART	BART – Elevator Modernization (for Vanpool)	3,021,540	3,021,540	-	-
BRT030004	BART	Train Control Renovation	11,320,000	-	11,320,000	-
BRT030005	BART	Traction Power System Renovation	14,160,000	-	14,160,000	-
BRT97100B	BART	Rail,Way, and Structures Program	19,206,000	-	19,206,000	-
REG090037	BART	Railcar Replacement Program	126,236,167	89,369,064	36,867,103	-
SM-03006B	Caltrain	Systemwide Track Rehabilitation	11,636,470	-	11,636,470	-
SM-050041	Caltrain	Comm. System/Signal Rehab.	2,554,400	-	2,554,400	-
SM-170010	Caltrain	TVM Project	2,080,000	-	2,080,000	-
NEW	CCCTA	Replace 40ft Diesel Buses - Diesel	18,048,000	17,135,568	-	912,432
NEW	CCCTA	Electric Bus Charging Infrastructure	1,478,018	1,478,018	-	-
CC-070092	ECCTA	ECCTA: Transit Bus Replacements	459,737	-	-	459,737
VAR190006	Fairfield	Operating Assistance	3,550,376	3,550,376	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	359,148	359,148	-	-
MRN990017	GGBHTD	Ferry Dredging	6,366,500	-	6,366,500	-
MRN030015	GGBHTD	ZEB Infrastructure Design	1,012,172	1,012,172	-	-
NEW	LAVTA	Replace (4) 40' Buses - Fuel Cell	2,082,357	1,894,450	-	187,907
NEW	LAVTA	Replace (8) 40' Buses - Hybrid	529,207	529,207	-	-
VAR190007	MCTD	MCTD: Revenue Vehicle Rehabilitation	484,000	484,000	-	-
NEW	MCTD	MCTD: Vehicle Replacement - 5 Paratransit Vehicles	412,000	412,000	-	-
NEW	MCTD	ZEB Charging -- Site Prep	693,184	693,184	-	-
VAR190007	MCTD	Preventive Maintenance	40,400	40,400	-	-
NAP170003	Napa Vine	NVTA- Vine Transit Bus Maintenance Facility	225,046	36,437	-	188,609
NAP090005	Napa Vine	NVTA ZEB Bus Procurement	1,447	-	-	1,447
VAR190006	Napa Vine	Napa Vine Operating Assistance	3,416,847	3,416,847	-	-
NEW	Petaluma	Purchase (2) Replacement Fixed Route Buses - 35' BEB	934,843	934,843	-	-
NEW	Petaluma	Purchase (3) Replacement Fixed Route Buses - 40' BEB	619,833	481,449	-	138,384
NEW	SamTrans	Replace 40ft Diesel Buses - Battery	26,616,000	25,805,428	-	810,572
NEW	SamTrans	Replace Paratransit Vehicles	3,845,520	3,845,520	-	-

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

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

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FY 2022-23 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
REG230202	MTC	Mapping & Wayfinding	1,375,860	1,375,860	-	-
REG10003	MTC	Bay Area Vanpool Program	3,477,459	3,477,459	-	-
NAP090005	Napa Vine	NVTA ZEB Bus Procurement	223,599	27,788	-	195,811
VAR190006	Napa Vine	Napa Vine Operating Assistance	3,444,426	3,444,426	-	-
NEW	Petaluma	Purchase (3) Replacement Fixed Route Buses - 40' BEB	1,054,807	912,233	-	142,574
NEW	Petaluma	Paratransit Replacements	423,200	423,200	-	-
SON170005	Petaluma	Transit Yard and Facility Improvements	106,443	106,443	-	-
NEW	SamTrans	Replace 40ft Diesel Buses - Battery	36,160,000	36,160,000	-	-
SM-210201	SamTrans	SamTrans South Base BEB Charging Infrastructure	2,907,693	2,907,693	-	-
SON090024	Santa Rosa	Preventive Maintenance	1,040,765	1,040,765	-	-
VAR190006	Santa Rosa	Operating Assistance	1,633,056	1,633,056	-	-
NEW	SFMTA	Facility Development -- Battery Electric Buses	6,312,271	6,312,271	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	30,071,560	-	30,071,560	-
SF-090012	SFMTA	Light Rail Vehicle Replacement Procurements	115,990,381	48,653,399	67,336,982	-
SF-090035	SFMTA	Paratransit Fleet Replacement Procurements	3,087,000	3,087,000	-	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	10,542,385	10,542,385	-	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	11,666,666	-	11,666,666	-
SF-95037B	SFMTA	Muni Rail Replacement	3,837,000	-	3,837,000	-
SF-970170	SFMTA	Overhead Line Rehabilitation	2,500,000	-	2,500,000	-
SF-99T002	SFMTA	Cable Car Infrastructure	3,247,000	-	3,247,000	-
VAR190007	SMART	Preventive Maintenance	3,997,642	3,997,642	-	-
SOL090034	SoiTrans	Bus Replacement Alternative Fuel	1,804,739	1,369,352	-	435,387
SOL090034	SoiTrans	SolanoExpress Replacement Buses	2,285,202	1,965,021	-	320,181
VAR190006	SoiTrans	Operating Assistance	3,520,473	3,520,473	-	-
VAR190007	SoiTrans	Preventive Maintenance	1,001,167	1,001,167	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	932,847	724,067	-	208,780
VAR190007	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
VAR190006	Vacaville	Operating Assistance	1,400,000	1,400,000	-	-
NEW	VTa	Signal Improvements Guadalupe	12,607,300	-	12,607,300	-
NEW	VTa	North Yard Tire Awning	320,000	-	320,000	-
NEW	VTa	Facilities Maint. Equipment Program	1,742,100	1,742,100	-	-
NEW	VTa	Cerone Operations Command and Control Center	2,280,000	-	2,280,000	-
NEW	VTa	Non-Revenue Vehicle Replacements	1,601,009	1,601,009	-	-
NEW	VTa	Transit Center Park and Ride and Bus Stop Rehabilitation	1,600,000	1,600,000	-	-
SCL050001	VTa	Farebox Upgrades & Equipment Purchase	840,446	840,446	-	-
NEW	VTa	Chaboya Bus Yard Expansion For EVs	4,296,000	4,296,000	-	-
NEW	VTa	Cerone Bus Yard Expansion for EVs	5,112,500	5,112,500	-	-
NEW	VTa	NEW Emergency Operations Center	941,600	941,600	-	-
NEW	VTa	Traction Power Substation Replacement 2023	3,480,000	-	3,480,000	-
SCL050001	VTa	Electric 40' Bus Replacement 2023	26,889,138	23,525,146	-	3,363,992
SCL050002	VTa	Rail Replacement and Rehabilitation	12,133,000	-	12,133,000	-
SCL110099	VTa	Bridge and Structures Repairs FY22/23	192,000	-	192,000	-
SCL150008	VTa	Track Intrusion Abatement FY22/23	407,000	-	407,000	-
SCL190026	VTa	HVAC Replacement Project	404,450	-	404,450	-
REG090057	WETA	Ferry Major Component Rehab/Replacement (2022 Program)	4,074,400	-	4,074,400	-
REG090067	WETA	Fixed Guideway Connectors (2022 Program)	1,089,600	-	1,089,600	-
REG090057	WETA	Ferry Mid-Life Refurbishment - MV Pisces	3,697,700	-	3,697,700	-
REG090057	WETA	Vessel Engine Injectors Replacement - MV Dorado	117,100	-	117,100	-
REG090057	WETA	Ferry Major Component Rehabilitation - MV Hydrus and MV Cetus	3,601,600	-	3,601,600	-
REG090057	WETA	Vessel Engine Overhaul - MV Carina and MV Peralta	554,800	-	554,800	-
REG090067	WETA	Vallejo Ferry Terminal Reconfiguration	1,198,900	-	1,198,900	-
<b>Total Capital Projects</b>			<b>632,235,203</b>	<b>276,597,964</b>	<b>341,173,959</b>	<b>14,463,279</b>
<b>Total Programmed</b>			<b>661,874,320</b>	<b>306,603,864</b>	<b>341,173,959</b>	<b>14,463,279</b>
<b>Fund Balance</b>			<b>40,506,478</b>	<b>21,389,730</b>	<b>18,236,831</b>	<b>513,135</b>

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FY 2023-24 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Projected Apportionments</b>			<b>684,294,742</b>	<b>325,610,252</b>	<b>343,412,309</b>	<b>15,272,181</b>
<b>Previous Year Carryover</b>			<b>40,139,696</b>	<b>21,389,730</b>	<b>18,236,831</b>	<b>513,135</b>
<b>Funds Available for Programming</b>			<b>724,434,437</b>	<b>346,999,982</b>	<b>361,649,140</b>	<b>15,785,315</b>
<b>MTC Debt Service</b>						
REG170023	MTC	Debt Service	-	-	-	-
<b>Lifeline Set-Aside</b>						
TBD	TBD - Lifeline	TBD - Reserved for future programming	-	-	-	-
<b>ADA Operating Set-Aside</b>						
VAR210003	AC Transit	ADA Paratransit Assistance	7,050,765	7,050,765	-	-
VAR210003	BART	ADA Paratransit Capital Accessibility Improvements	3,542,554	3,542,554	-	-
VAR210003	CCCTA	ADA Paratransit Assistance	1,910,869	1,910,869	-	-
VAR210003	ECCTA	ADA Operating Assistance	892,778	892,778	-	-
VAR210003	LAVTA	ADA Paratransit Operating Subsidy	573,111	573,111	-	-
VAR210003	MCTD	ADA Paratransit Assistance	1,089,304	1,089,304	-	-
VAR210003	Napa Vine	ADA Operating Assistance	463,742	463,742	-	-
VAR210003	Petaluma	ADA Set-Aside	108,296	108,296	-	-
VAR210003	SamTrans	ADA Paratransit Operating Subsidy	2,713,356	2,713,356	-	-
VAR210003	Santa Rosa	ADA Operating Assistance	325,972	325,972	-	-
VAR210003	SFMTA	ADA Paratransit Operating Support	5,585,157	5,585,157	-	-
VAR210003	SoTrans	ADA Paratransit Operating Subsidy	497,987	497,987	-	-
VAR210003	Union City	ADA Set-Aside	198,055	198,055	-	-
VAR210003	VTA	ADA Operating Set-Aside	5,473,567	5,473,567	-	-
VAR210003	Westcat	ADA Paratransit Operating Subsidy	376,305	376,305	-	-
<b>Total Program Set-asides and Commitments</b>			<b>30,801,818</b>	<b>30,801,818</b>	-	-
<b>Funds Available for Capital Programming</b>			<b>693,632,620</b>	<b>316,198,164</b>	<b>361,649,140</b>	<b>15,785,315</b>
<b>Capital Projects</b>						
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,945,987	1,945,987	-	-
NEW	AC Transit	Replace (23) 40ft Urban Buses - Diesel	141,371	141,371	-	-
NEW	AC Transit	Replace (24) Urban Buses - Diesel	10,548,000	2,302,200	-	8,245,800
ALA230201	AC Transit	AC Transit Hydrogen Fueling Infrastructure	5,557,743	5,557,743	-	-
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,769,747	-	1,769,747	-
ALA210008	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-
ALA190014	BART	BART – Elevator Modernization (for Vanpool)	2,200,000	2,200,000	-	-
ALA090065	BART	Fare Collection Equipment	7,200,000	-	7,200,000	-
ALA190014	BART	Elevator Renovation Program	8,000,000	-	8,000,000	-
BRT030004	BART	Train Control Renovation	16,281,732	-	16,281,732	-
BRT030005	BART	Traction Power System Renovation	16,560,000	-	16,560,000	-
BRT97100B	BART	Rail, Way, and Structures Program	17,406,000	-	17,406,000	-
REG090037	BART	Railcar Replacement Program	10,230,107	1,060,986	9,169,121	-
SM-03006B	Caltrain	Systemwide Track Rehabilitation	16,025,427	-	16,025,427	-
SM-050041	Caltrain	Comm. System/Signal Rehab.	505,600	-	505,600	-
SM-170010	Caltrain	TVM Project	-	-	-	-
SM-230209	Caltrain	Caltrain Railcar Replacement Program	17,600,000	-	17,600,000	-
NEW	CCCTA	Replace (10) 30ft Urban Buses	4,688,000	3,712,790	-	975,210
NEW	CCCTA	Replacement Vans	177,600	177,600	-	-
SOL110041	Fairfield	Bus Replacement	330,739	-	-	330,739
VAR190006	Fairfield	Operating Assistance	3,747,245	3,747,245	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	6,424,480	376,305	6,048,175	-
NEW	GGBHTD	Replace Conventional OTR Coaches	-	-	-	-
NEW	GGBHTD	Replace Conventional OTR Coaches with ZEBs	6,445,600	6,445,600	-	-
MRN230205	GGBHTD	Replacement Ferry -- CARB Compliance	12,000,000	11,403,217	596,783	-
NEW	LAVTA	LAVTA Atlantis Facility	1,060,318	1,060,318	-	-
NEW	MCTD	MCTD: Onboard Technology	1,000,000	1,000,000	-	-
MRN210201	MCTD	MCTD ZEB Charging Infrastructure	693,184	693,184	-	-
NEW	MTC	Blue Ribbon: Transit Transformation Plan	12,413,372	12,413,372	-	-
REG10003	MTC	Bay Area Vanpool Program	4,386,592	4,386,592	-	-
REG170022	MTC	Clipper Next Gen Fare Collection System	3,153,905	3,153,905	-	-
NAP090005	Napa Vine	NVTA ZEB Bus Procurement	234,138	31,866	-	202,272
VAR190006	Napa Vine	Napa Vine Operating Assistance	1,841,954	1,841,954	-	-
SON230208	Petaluma	Purchase (3) Replacement Fixed Route Buses - 40' BEB	867,160	719,875	-	147,285
SM-210201	SamTrans	SamTrans South Base BEB Charging Infrastructure	2,907,693	2,907,693	-	-



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FY 2023-24 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
SM-210014	SamTrans	Replace 40ft Diesel Buses - Battery	55,248,000	55,248,000	-	-
SM-210015	SamTrans	Replace Paratransit Vehicles	2,420,471	2,420,471	-	-
SM-210014	SamTrans	Replace 35ft Diesel Buses - Battery	3,860,000	3,860,000	-	-
VAR190006	Santa Rosa	Operating Assistance	1,665,717	1,665,717	-	-
VAR190007	Santa Rosa	Preventive Maintenance	713,879	713,879	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	18,212,000	-	18,212,000	-
SF-090012	SFMTA	Light Rail Vehicle Replacement Procurements	156,516,855	24,090,508	132,426,347	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	23,131,367	23,131,367	-	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	13,082,666	-	13,082,666	-
SF-95037B	SFMTA	SF Muni Rail, Way, and Structures Program	11,235,782	-	11,235,782	-
SF-970170	SFMTA	Overhead Line Rehabilitation	2,225,000	-	2,225,000	-
SF-99T002	SFMTA	Cable Car Infrastructure	6,000,000	-	6,000,000	-
SF-230204	SFMTA	Facility Development -- Battery Electric Buses	6,312,271	6,312,271	-	-
VAR190007	SMART	Preventive Maintenance	4,078,615	4,078,615	-	-
SOL090034	SoITrans	Bus Replacement Alternative Fuel	3,683,200	3,233,492	-	449,708
VAR190007	SoITrans	Preventive Maintenance	1,085,190	1,085,190	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	977,104	760,178	-	216,926
VAR190007	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
VAR190006	Vacaville	Operating Assistance	1,450,000	1,450,000	-	-
VAR190007	VTa	Preventive Maintenance	15,285,583	15,285,583	-	-
SCL230203	VTa	Cerone Operations Command and Control Center	16,777,763	16,777,763	-	-
SCL050001	VTa	Electric 40' bus replacement 2024	3,482,417	-	-	3,482,417
NEW	VTa	Guadalupe Elevator and Escalator Drainage Improvement	820,000	820,000	-	-
SCL230219	VTa	Expand Chaboya bus yard for electric and fuel cell vehicles	2,400,000	2,400,000	-	-
SCL170005	VTa	Paratransit Fleet Procurement	1,445,547	1,445,547	-	-
NEW	VTa	Farebox FY26	218,285	218,285	-	-
NEW	VTa	Guadalupe Second Entrance Project	5,878,000	5,878,000	-	-
NEW	VTa	Access Controls & CCTV Capability Expansion	2,700,000	2,700,000	-	-
NEW	VTa	Safety Enhancements Grade Crossings	7,064,349	7,064,349	-	-
NEW	VTa	Light Rail Station Rehabilitation FY24-25	4,296,000	-	4,296,000	-
NEW	VTa	Fiber Optics Replacement Program	9,080,000	-	9,080,000	-
NEW	VTa	Guadalupe Trainwash Replacement	3,376,000	-	3,376,000	-
SCL210030	VTa	North 1st Street/Tasman Drive-EB Track Switch Addition Proj.-TS	440,000	-	440,000	-
NEW	VTa	Traction Power Substation	13,386,886	-	13,386,886	-
NEW	VTa	Audio Frequency Train Activated Circuit (AFTAC) Replacement	2,400,000	-	2,400,000	-
SCL190026	VTa	HVAC Replacement Project	404,000	-	404,000	-
NEW	Westcat	Revenue Vehicle Replacement	1,115,200	1,115,200	-	-
REG090067	WETA	Fixed Guideway Connectors	823,455	-	823,455	-
REG090054	WETA	Ferry Channel Dredging - Vallejo Ferry Terminal	2,605,500	-	2,605,500	-
REG090057	WETA	Ferry Major Component Rehabilitation	8,062,400	-	8,062,400	-
REG090057	WETA	Ferry Mid-Life Refurbishment - MV Taurus	3,929,200	-	3,929,200	-
REG090057	WETA	Vessel Engine Injectors Replacement	222,600	-	222,600	-
REG090067	WETA	Passenger Float Rehabilitation - Oakland Ferry Terminal	2,067,000	-	2,067,000	-
<b>Total Capital Projects</b>			<b>554,034,514</b>	<b>251,740,925</b>	<b>351,437,421</b>	<b>14,050,356</b>
<b>Total Programmed</b>			<b>648,030,519</b>	<b>282,542,742</b>	<b>351,437,421</b>	<b>14,050,356</b>
<b>Fund Balance</b>			<b>76,403,918</b>	<b>64,457,240</b>	<b>10,211,719</b>	<b>1,734,959</b>

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**Transit Capital Priorities / Transit Capital Rehabilitation Program Notes**

1	Program is based on actual apportionments for FY 2021-22 and FY 2022-23, and estimates for FY 2023-24. Program assumes availability of financing proceeds, subject to future Commission authorization. If financing is not secured, this program will be revised accordingly.
2	AC Transit: \$11,719,686 of AB 664 Bridge Toll funds and \$24,493,576 of BATA Project Savings, for a total of \$36,213,262, have been programmed to AC Transit as part of the Core Capacity Challenge Grant Program (CCCGP). These FY2021-22 funds will support AC Transit's purchase of 65 40ft urban buses.
3	BART: The program has assumed the need for financing proceeds of approximately \$840,000,000 will be needed for the BART Railcar Replacement Project, starting in FY2021-22, with programming largely limited to debt service. Due to the influx of FTA formula funds from the BIL, there is an opportunity to provide significant pay-go funds in FYs 2021-22, 2022-23, and 2023-24. \$323,931,484 in funds were programmed in May 2022 toward pay-go. This amount was reduced to \$266,207,546 in April 2023 to account for SFMTA LRV cashflow needs.
4	VTA: VTA is programmed 5337 funds above its \$8,103,000 fixed guideway cap in each year of the program. The totals above the cap are \$19,440,200 in FY2021-22; \$17,236,000 in FY2022-23, and \$24,222,444 in FY2023-24, totaling \$36,589,644 over the three-year cap total of \$24,309,000 and for a total of \$60,898,644 in fixed guideway programming. VTA staff requested and was granted a waiver of the cap due to additional funds available in the San Jose UZA after meeting other VTA funding needs and in recognition of the Caltrain funding agreement.  VTA is also provided a waiver to the \$20,000,000 cap on bus replacements, as funds are available to cover the entire request. The FY2021-22 bus procurement at \$40,359,250 is waived its \$20,359,250 over the cap. The FY2022-23 bus procurement at \$26,891,452 is waived its \$6,891,452 over the cap.
5	Santa Rosa UZA: Santa Rosa CityBus, Sonoma County Transit and Sonoma-Marín Area Rail Transit District (SMART) apportion Santa Rosa urbanized area funding in accordance with an agreement first in effect for FY2020 funds. The portion of FTA 5307 funds within the Santa Rosa urbanized area to be divided by the City and the County is the prior year's subtotal apportioned to those two operators, modified by the same rate as the modification to the FTA 5307 funds nationwide (ex. a 2% increase). That modified amount is divided between the two operators per the agreement in effect starting with FY2014 (58% Santa Rosa City Bus and 42% Sonoma County). The portion of the appropriated funds not divided by Santa Rosa and Sonoma County is distributed to SMART. For FY2021-22, \$2,333,370 is available to Sonoma County Transit, \$3,222,272 to Santa Rosa CityBus, and \$4,148,529 to SMART for 5307. For FY2022-23, \$2,541,098 is available to Sonoma County Transit, \$3,509,136 to Santa Rosa CityBus, and \$3,997,642 to SMART for 5307. For FY2023-24, \$2,394,574 is available for Sonoma County Transit, \$3,306,792 for Santa Rosa CityBus, and \$4,257,328 for SMART for 5307.
6	SFMTA: SFMTA's FY2021-22 request for \$113,635,101 for light rail vehicle replacement procurement will be partially funded with \$5,000,000 in BATA Project Savings, as committed through MTC Res. 4123. The remaining funds are obligated in the 5337 program.
7	WETA: WETA has opted to reinstate deferred caps from prior years in the proposed program. WETA had previously deferred \$15,313,252 in FG cap funds that is programmed across the three years of the program toward their fixed guideway needs. In FY 2021-22, WETA deferred its \$1.9 M FG cap increase.
8	SamTrans: SamTrans is provided a waiver to the \$20,000,000 cap on bus replacements, as funds are available to cover the entire request. The FY2021-22 bus procurement at \$26,616,000 is waived its \$6,616,000 over the cap. The FY2022-23 bus procurement at \$36,160,000 is waived its \$16,160,000 over the cap. Finally, the FY2023-24 bus procurement at \$59,108,000 is waived its \$39,108,000 over the cap.
9	Vacaville: Vacaville Transit is programmed \$221,978 in FY2021-22 funds (\$215,296 in 5339 and \$6,682 in 5307) toward their Electric Bus Fleet project, replacing lapsed FY2018-19 5339 funds that were programmed in the FY2020-21 TCP but did not get put into a grant in time.
10	GGBHTD: Golden Gate is programmed \$4,000,000 in FY 2022-23 and \$12,000,000 in FY 2023-24 for the design and construction of a replacement ferry vessel pending required compliance with CARB zero emission regulations. The funds are programmed but will not be entered in to the TIP until finalization of the CARB regulations and design and construction estimates. As of April 2023, GGBHTD has clarified its ferry vessel replacement plan and the funds will be programmed in to the TIP.
11	Petaluma: Petaluma's automatic vehicle location (AVL) equipment request was for \$680,000 in FY2021-22 and \$80,000 in FY2022-23. With only \$67,000 remaining after programming their other requests in FY2021-22, the total request of \$740,000 is programmed FY2022-23.
12	CCCTA (County Connection): CCCTA's FY2021-22 bus procurement request, at \$28,880,000 exceeds the Concord UZA's available funds in that fiscal year by \$1,235,962; thus, that amount is programmed to the bus procurement project in FY2022-23. This request is also granted a waiver of the \$20,000,000 bus replacement cap, waiving its \$8,880,000 over the cap.
13	Vanpool: MTC's vanpool program is funded using 5307 funds for the first time in FY2021-22. The program receives 100% of its expected need, estimated at \$400 per van per month, and going up to \$600 per van per month starting in July 2022. FTA policy guiding vanpool service allows vanpool passenger fares that exceed operating expenses to be re-invested in capital equipment and to be counted toward a recipient's local match requirement. These programming amounts assume the use of this provision. Staff will reevaluate annually.

# **Transit Capital Priorities Program FYs 2022-2024 Policy & Programming Updates**



**MTC Programming & Allocations Committee  
March 13, 2024  
Margaret Doyle**

# Overview

- Policy – MTC Resolution 4444, Revised (Item 4a.i):
  - Bus Pricing Update
  - Census 2020 and other Routine Updates
  - Fixed Guideway Cap Updates
- Programming – MTC Resolution 4510, Revised (Item 4a.ii):
  - ZEB Infrastructure Set Asides
  - Fixed Guideway Cap Programming
  - Programming Updates

# TCP Policy Updates – Bus/Van Pricelist

- Pricing for all types of buses affected by inflation, growing faster than the program
- Zero-emission vehicles especially impacted
- Policy update critical for ZEB transition effort, complemented by infrastructure set-aside, and to maintain state of good repair





# TCP Policy Updates – Bus/Van Pricelist (Cont.)



- Pricelist developed in 2020 for FYs 21-25, vehicle pricing far outpaces pricelist
- Subcommittee of transit operators analyzed data on current bus prices
- **Policy proposal:** Up to 20% more TCP contribution per bus, with new pricelist for FYs 25-26 program
- Expect to program increases starting in April

# TCP Policy Updates

- Other Updates:
  - Fixed Guideway Caps
  - Urbanized Area Eligibility
  - Fixed Guideway Spenddown Timeline
  - Timely Use of Funds Policy

# FYs 2022-2024 Programming Updates

- Programming Set-Asides

- \$16.5 M for Zero Emission Bus Infrastructure Programming in FY 2024
- \$23.7 M in Fixed Guideway Cap Programming in FY 2024

- Other Updates

- VTA Pilot Light Rail Vehicles and SOGR Programming
- Blue Ribbon Transit Transformation Plan Mapping and Wayfinding
- Minor updates



# Next Steps

- Commission Action – Approval of:
  - MTC Resolution 4444, Revised
  - MTC Resolution 4510, Revised
- Future programming actions:
  - Update FYs 2022-2024 vehicle purchases per new policy
  - Update FY 2024 program with final FTA apportionments
  - Program unprogrammed balances



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File created:** 3/12/2024      **In control:** Bay Area Toll Authority Oversight Committee

**On agenda:**      **Final action:**

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**Attachments:** [5 Public Comment SF Bay Ferry.pdf](#)

Date	Ver.	Action By	Action	Result
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March 4, 2024

Chair Pedroza  
Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105-2066

Dear MTC Commissioners:

Recently, Commissioner Josefowitz made comments questioning the value of continued investment in regional water transit service.

As Chair of the Board of Directors overseeing the region's largest ferry operator, and as mayors of communities with current San Francisco Bay Ferry (SF Bay Ferry) service, or plans for future service, we understand and appreciate the facts, including that the ferry system:

- Was the fastest growing transit system in the region prior to the pandemic;
- Has been the fastest regional system to recover ridership after the pandemic;
- Has aligned its fares with other transit modes, and in doing so has become a travel mode of choice for riders from all income categories;
- Operates at a cost/passenger mile that is similar to other transit modes carrying passengers along important long-distance trips;
- Has the highest customer satisfaction rating of any transit system in the country;
- Operates the nation's cleanest water-based transit system and is a national leader in the effort to decarbonize the maritime industry.

SF Bay Ferry should be applauded for the changes that have occurred in the four years since Mr. Josefowitz resigned from its Board of Directors. It was the first transit operator in the region to fully restore service following the pandemic and the agency had the foresight to make equity-focused, ridership-incentivizing changes that many other operators around the region have since adopted.

Thanks to the agency's fare changes, the cost of riding the ferry is aligned, and sometimes less expensive than other transit modes. The riders that have fueled the system's impressive recovery are benefiting from faster travel times, the best on-time performance in the region, and a better travel experience and they are paying less for it.

Mr. Josefowitz questions the cost-effectiveness of the service. The fact is that SF Bay Ferry has the 6th lowest cost per passenger mile of the region's 20-plus transit operators.

That leaves Mr. Josefowitz's question about carbon footprint. SF Bay Ferry is the cleanest ferry system in the country and it is getting cleaner. The system's new vessels burn 40% less fuel than the vessels they are replacing, and the agency has leveraged regional funding to raise \$117 million to develop the nation's first network of zero-emission ferries.

These are all reasons that Bay Area voters chose to support increased investment to maintain, expand, and modernize the ferry system. Approximately 9% of Regional Measure 3 (RM3) funds are set aside to support ferry operations. We worked hard to pass RM3 because this investment was included. Ultimately, more investment

will be needed, not less. The region's fastest growing neighborhoods are being built and planned along the waterfront, with little access to other transit modes. We have seen water transit emerge as the best option for our existing waterfront communities and we must invest in the expansion of zero-emission ferry service to these new communities. Doing anything different would be irresponsible and would directly contribute to regional traffic congestion, greenhouse gas emissions, and would prevent disadvantaged communities and transit dependent riders from accessing these new job and housing opportunities.

As discussions about new regional funding continue, we urge you to keep these facts in mind. Support for ferry service will be critical to securing regional consensus for those efforts.

Sincerely,

Jim Wunderman, Chair  
San Francisco Bay Area Water Emergency Transportation Authority

Marilyn Ezzy Ashcraft, Mayor  
City of Alameda

Robert McConnell, Mayor  
City of Vallejo

Eduardo Martinez, Mayor  
City of Richmond

Federal Glover, Supervisor  
Contra Costa County

Jesse Arreguin, Mayor  
City of Berkeley

Jeff Gee, Mayor  
City of Redwood City

Juan Banales, Mayor  
City of Pittsburg

Lamar Thorpe, Mayor  
City of Antioch

Brianne Zorn, Mayor  
City of Martinez

Dan Romero, Mayor  
City of Hercules