



Metropolitan Transportation Commission

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

Meeting Agenda

Metropolitan Transportation Commission

Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair

Wednesday, April 24, 2024

9:35 AM

Board Room - 1st Floor

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/83773614709>

iPhone One-Tap: US:

+16699006833,,83773614709# US (San Jose)

+14086380968,,83773614709# US (San Jose)

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

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

Webinar ID: 837 7361 4709

International numbers available: <https://bayareametro.zoom.us/j/kc3y0ciD5N>

Detailed instructions on participating via Zoom are available at:

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

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

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

Clerk: Kimberly Ward

Roster

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

1. Call to Order / Roll Call / Confirm Quorum

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

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcement (Clerk)

4. Chair's Report

5. Policy Advisory Council Report

5a. [24-0391](#) Policy Advisory Council Report

Action: Information

Attachments: [5a 24-0391 Policy Advisory Council Report April 2024.pdf](#)

6. Executive Director's Report

6a. [24-0392](#) Executive Director's Report

Action: Information

7. Commissioner Comments

8. Consent Calendar

8a. [24-0468](#) Approval of Commission Minutes of the March 27, 2024 Meeting

Action: Commission Approval

Attachments: [8a 24-0468 March 27 2024 Draft Commission Meeting Minutes.pdf](#)

- 8b. [24-0564](#) MTC Resolution No. 4610, Revised, Regional Network Management Customer Advisory Group Charter - New Member Appointment
- Action:** Commission Approval
- Presenter:** Ky-Nam Miller
- Attachments:** [8b 24-0564 Summary Sheet RNM Customer Advisory Group NewMember](#)
[8b 24-0564 MTC Resolution 4610.pdf](#)

Administration Committee

- 8c. [24-0371](#) MTC Resolution No. 4576, Revised - Fiscal Year 2023-24 Operating and Capital Budgets, Amendment No. 2.
- Action:** Commission Approval
- Presenter:** Oscar Quintanilla Lopez
- Attachments:** [8c 24-0371 Summary Sheet MTC Resolution 4576 FY23-24 Budgets Ame](#)
[8c 24-0371 MTC Resolution 4576 Revised.pdf](#)
- 8d. [24-0372](#) MTC Resolution No. 4577, Revised - Fiscal Year 2023-24 Overall Work Program.
- Action:** Commission Approval
- Presenter:** Oscar Quintanilla Lopez
- Attachments:** [8d 24-0372 Summary Sheet MTC Reso 4577 FY 2023-24 OWP.pdf](#)
[8d 24-0372 MTC Resolution 4577 Revised.pdf](#)
[8d 24-0372 MTC Resolution 4577 Attachment A.pdf](#)

Programming and Allocations Committee

- 8e. [24-0366](#) Transit Capital Priorities (TCP):
- i. MTC Resolution Nos. 4444, Revised, 4169, Revised, 4272, Revised, 4456, Revised, 4510, Revised, and 4513, Revised.
 - ii. Transit Capital Priorities Policy and Program Revisions FYs 2016-17 through- 2019-20, FY 2020-21, and FYs 2021-22 -through 2023-24.

Action: Commission Approval

Presenter: Margaret Doyle

Attachments: [8e 24-0366 Summary Sheet TCP Update to Commission.pdf](#)
[8e 24-0366 MTC Resolution No 4510 Revised updated.pdf](#)
[8e 24-0366 PAC Summary Sheet TCP Update.pdf](#)
[8e 24-0366 Attachment A TCP Policy Program Detail.pdf](#)
[8e 24-0366 MTC Resolution 4169 Revised.pdf](#)
[8e 24-0366 MTC Resolution 4272 Revised.pdf](#)
[8e 24-0366 MTC Resolution 4444 Revised.pdf](#)
[8e 24-0366 MTC Resolution 4456 Revised.pdf](#)
[8e 24-0366 MTC Resolution 4510 Revised.pdf](#)
[8e 24-0366 MTC Resolution 4513 Revised.pdf](#)

- 8f. [24-0376](#) MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-29.

Action: Commission Approval

Presenter: John Salee

Attachments: [8f 24-0376 Summary Sheet MTC Resolution 4545 Revised.pdf](#)
[8f 24-0376 Attachment A 2023 29 TIP Revision Summary.pdf](#)
[8f 24-0376 MTC Resolution 4545 Revised.pdf](#)

- 8g. [24-0382](#) Concurrence Request for State Transportation Improvement Program (STIP) Amendment for San Mateo County.

Action: Commission Approval

Presenter: Karl Anderson

Attachments: [8g 24-0382 Summary Sheet SMCCAG STIP Amendment.pdf](#)
[8g 24-0382 Attachment A SMCCAG Request Letter.pdf](#)

- 8h. [24-0426](#) MTC Resolution Nos. 4202, Revised and 4505, Revised. Revisions to the One Bay Area Grant (OBAG 2 and 3) programs, including programming \$157,000 in OBAG 2 Mobility Hubs funds to the City of Burlingame's Caltrain Station Burlingame Square Transit Hub and clarifications to OBAG 3 County & Local Program compliance requirement language.

Action: Commission Approval

Presenter: Thomas Arndt

Attachments: [8h 24-0426 Summary Sheet MTC Resolutions 4505 4202.pdf](#)
[8h 24-0426 MTC Resolution 4505 Revised.pdf](#)
[8h 24-0426 MTC Resolution 4202 Revised.pdf](#)

- 8i. [24-0448](#) MTC Resolution No. 4571, Revised. FY203-24 State Transit Assistance Allocation of \$53 million to Bay Area Rapid Transit to support transit operations and capital projects in the region.

Action: Commission Approval

Presenter: Luis Garcia

Attachments: [8i 24-0448 Summary Sheet MTC Resolution 4571.pdf](#)
[8i 24-0448 Attachment A Transit Operator Summary.pdf](#)
[8i 24-0448 MTC Resolution 4571 Revised.pdf](#)

Legislation Committee

- 8j. [24-0470](#) Assembly Bill 2353 (Ward): Property Tax Welfare Exemption

Provides upfront savings on affordable housing developments by allowing nonprofit developers to withhold property tax payments while their application for a tax exemption is under review.

Action: Support / ABAG Executive Board Approval
Support / MTC Commission Approval

Presenter: Julie Snyder

Attachments: [8j 24-0470 Summary Sheet AB 2353 Ward-Property Tax Welfare Exempti](#)

Committee Report

9. Administration Committee Report (Papan)

- 9a. [24-0370](#) MTC Resolution No. 4637 - Fiscal Year 2024-25 Overall Work Program.

A request that the Committee refer MTC Resolution No. 4637 - FY 2024-25 OWP collaborative metropolitan transportation planning process involving MTC, the Association of Bay Area Governments (ABAG), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Caltrans, and other local transportation partners to the Commission for approval. The request includes authorization for the Executive Director to enter into and execute required certifications, assurances, and an Overall Work Program Agreement (OWPA) for federal and state transportation planning grants.

Action: Commission Approval

Presenter: Matt Maloney

Attachments: [9a 24-0370 Summary Sheet MTC Resolution 4637 FY 2024-25 OWP.pdf](#)
[9a 24-0370 MTC Resolution 4637.pdf](#)

10. Programming and Allocations Committee Report (Chavez)

- 10a. [24-0429](#) MTC Resolution Nos. 4607, Revised and 4636. Allocation of \$500 million in RM3 capital funds to San Francisco Bay Area Rapid Transit District (BART) and allocation amendment of \$5.6 million in Regional Measure 3 (RM3) capital funds for the SR-37 Sears Point to Mare Island Improvement Project.

Recommended allocation of a \$500 million in RM3 capital funds to San Francisco Bay Area Rapid Transit District (BART), and allocation amendment to rescind \$5.6 million in RM3 funds from the final design and right of way phases from the SR-37 Sears Point to Mare Island Improvements project (RM3 project 23.2) sponsored by Sonoma County Transportation Authority (SCTA), and allocate \$5.6 million in RM3 funds to the final design and right of way phases for RM3 project 23.2 sponsored by MTC.

Action: Commission Approval

Presenter: Craig Bosman

Attachments: [10a 24-0429 Summary Sheet RM3 MTC Resolutions 4607 Revised 4636](#)
[10a 24-0429 Attachment A RM3 Capital Expenditure Plan Tracker.pdf](#)
[10a 24-0429 Attachment B Project Summaries.pdf](#)
[10a 24-0429 MTC Resolution 4636.pdf](#)
[10a 24-0429 MTC Resolution 4607.pdf](#)

- 10b. [24-0374](#) Regional Approach and Prioritization Principles for Bay Area Senate Bill 1 (SB1) Competitive Program Nominations.

Proposed Regional Approach and Prioritization Principles for Bay Area SB1 competitive program nominations, including Solutions for Congested Corridors, Trade Corridor Enhancement, and Local Partnership Programs.

Action: Commission Approval

Presenter: Kenneth Kao

Attachments: [10b 24-0374 Summary Sheet SB1 Principles.pdf](#)
[10b 24-0374 Attachment A SB1 Cycles 1-3 Awards.pdf](#)
[10b 24-0374 Attachment B SB1 Principles.pdf](#)
[10b 24-0374 Attachment C Presentation Principle Discussion.pdf](#)

11. Legislation Committee Report (Canepa)

- 11a. [24-0471](#) Assembly Bill 2485 (Carrillo): Regional Housing Needs Determination
- Increase transparency and use of outside experts in the state Department of Housing and Community Development's process for determining regional housing needs.
- Action:** Support / ABAG Executive Board Approval
Support / MTC Commission Approval
- Presenter:** Julie Snyder
- Attachments:** [11a 24-0471 Summary Sheet AB 2485 Carrillo RHND.pdf](#)
- 11b. [24-0472](#) Regional Transportation Measure Authorizing Legislation
- Senate Bill 1031 (Wiener/Wahab): Connect Bay Area Act (MTC-sponsored regional transportation revenue measure authorizing bill).
- Action:** Support Proposed Amendments / MTC Commission Approval
- Presenter:** Rebecca Long
- Attachments:** [11b 24-0472 Summary Sheet SB1031 Regional Transp Measure Authorizi](#)
[11b 24-0472 Attachment A MTC Adopted Provisions vs SB 1031 Compar](#)
[11b 24-0472 Attachment B Network Managment and SB 1031 Overview](#)
[11b 24-0472 Attachment C Draft Consolidation Study Amendments.pdf](#)
[11b 24-0472 Attachment D Proposed Principles and Expenditure Framewc](#)
[11b 24-0472 Attachment E Summary Proposed Amendments SB 1031 Wi](#)
[11b 24-0472 Handout SB 1031 Draft Guardrails.pdf](#)
[11b 24-0472 Handout-PowerPoint MTC Draft Framework.pdf](#)
[11b 24-0472 Handout Comments Received SB 1031 Wiener-Wahab.pdf](#)

12. 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.*

13. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission will be held on Wednesday, May 22, 2024 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0391 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 3/5/2024 **In control:** Metropolitan Transportation Commission
On agenda: 4/24/2024 **Final action:**
Title: Policy Advisory Council Report
Sponsors:
Indexes:
Code sections:
Attachments: [5a_24-0391_Policy_Advisory_Council_Report_April_2024.pdf](#)

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

Recommended Action:
Information



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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

Memorandum

Date: April 24, 2024
To: Metropolitan Transportation Commission (MTC)
From: MTC Policy Advisory Council Chair, Pamela Campos
Regarding: April 2024 Council Report to Commission

Summary:

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

March 22, 2024 Meetings

The Policy Advisory Council met on March 22, 2024. The Council received a verbal update on the regional transportation measure, Senate Bill (SB) 1031 (Wiener/Wahab). Suggestions made by the Policy Advisory Council were to develop a strong communications plan that addresses the urgency for this solution by demonstrating the past and future tangible, local changes to their transportation infrastructure and a blueprint for unifying communities and transit systems. Additionally, any new revenue stream must have the trust and support of voters which will require full transparency and community engagement.

The Council also received a presentation highlighting relevant findings from various MTC initiatives related to future highway investments, including key policy tradeoffs related to reliability, mobility, climate, transit, and affordability. To summarize responses from the Policy Advisory Council, near-term investments in the highway system should prioritize community safety and in the long-term must focus on climate resilience. The need for community-based convenings was also emphasized to ensure the most fiscally responsible use of tax-payer funds on voter-approved projects. Finally, an ‘either or approach’ to the arterial vs express bus conversation was not supported, and instead we recommend investing in both as they are equally needed by community members going to work, school, appointments, and other places.

The Equity and Access Subcommittee received a report on trends emerging from Bay Area Infrastructure Financing Authority's (BAIFA's) low-income toll discount pilot on the Interstate 880 (I-880) Express Lanes (named “Express Lanes START”) after six months of operation. Feedback from the Equity and Access Subcommittee was positive, the results look promising and there was interest in the potential of expanding this program to other communities’ transit

corridors. There was also an update of MTC's CARE Cycle 1 - Power-Building and Engagement Program (Category 3) Proposed Approach for Fiscal Year (FY) 2022-23 through FY 2025-26. The update was well-received by the Equity and Access Subcommittee with strong interest in ensuring there is funding to sustain this opportunity for community-led projects and investments.

Sincerely,

Pamela Campos

Chair, Policy Advisory Council



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0392 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 3/5/2024 **In control:** Metropolitan Transportation Commission
On agenda: 4/24/2024 **Final action:**
Title: Executive Director's Report
Sponsors:
Indexes:
Code sections:
Attachments:

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

Recommended Action:
Information



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0468 **Version:** 1 **Name:**

Type: Minutes **Status:** Commission Consent

File created: 3/20/2024 **In control:** Metropolitan Transportation Commission

On agenda: 4/24/2024 **Final action:**

Title: Approval of Commission Minutes of the March 27, 2024 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [8a 24-0468 March 27 2024 Draft Commission Meeting Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Approval of Commission Minutes of the March 27, 2024 Meeting

Recommended Action:
Commission Approval



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

Meeting Minutes

Metropolitan Transportation Commission

Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair

Wednesday, March 27, 2024

9:35 AM

Board Room - 1st Floor

Roster

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

Chair Pedroza called the meeting to order at 9:35 a.m.

1. Call to Order / Roll Call / Confirm Quorum

Present: 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, and Commissioner Spering

Absent: 4 - Commissioner Canepa, Commissioner Fleming, Commissioner Mahan, and Commissioner Thao

Commissioner Ronen invoked AB 2449 (just cause) due to physical disability and was counted as present for the meeting.

Vice Chair Josefowitz arrived during agenda item 4.

Non-Voting Commissioners Present: Commissioner Giacomini and Commissioner Schaaf

Non-Voting Commissioner Absent: Commissioner El-Tawansy

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcement (Clerk)

4. Closed Session

4a. [24-0404](#) Closed Session Public Comment

Aleta Dupree was called to speak.

- 4b. [24-0405](#) The Commission will meet in Closed Session, pursuant to Public Employee Performance Evaluation Government Code §54957, with respect to the Executive Director's performance and compensation range of non-represented employees. The Executive Director shall not be present for discussions on compensation.

5. Open Session

- 5a. [24-0120](#) MTC Resolution No. 4369, Revised. Approval of Executive Director's PE and Cost of Living Adjustment (COLA)

Action: Commission Approval

Upon the motion by Commissioner Spering and seconded by Commissioner Glover, the Commission unanimously adopted MTC Resolution No. 4369, Revised. The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Spering

Absent: 4 - Commissioner Canepa, Commissioner Fleming, Commissioner Mahan and Commissioner Thao

- 5b. [24-0195](#) MTC Resolution No. 4369, Revised. Approval of General Counsel's PE and Cost of Living Adjustment (COLA)

Action: Commission Approval

Upon the motion by Commissioner Papan and seconded by Commissioner Rabbitt, the Commission unanimously adopted MTC Resolution No. 4369, Revised. The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Spering

Absent: 4 - Commissioner Canepa, Commissioner Fleming, Commissioner Mahan and Commissioner Thao

6. Chair's Report

7. Policy Advisory Council Report

- 7a. [24-0282](#) Policy Advisory Council Report

Action: Information

8. Executive Director's Report

- 8a. [24-0283](#) Executive Director's Report

Action: Information

9. Commissioner Comments

10. Consent Calendar

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

Aye: 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Spering

Absent: 4 - Commissioner Canepa, Commissioner Fleming, Commissioner Mahan and Commissioner Thao

- 10a. [24-0284](#) Approval of Commission Minutes of the February 28, 2024 Meeting

Action: Commission Approval

Regional Network Management Committee

- 10b.i. [24-0229](#) MTC Resolution No. 4634 - Adopt the Mitigated Negative Declaration for the Napa Valley Forward: State Route 29 (SR-29) Intersection Improvement at Rutherford Road and Oakville Cross Road

Action: Commission Approval

Presenter: Pamela Kwan

- 10b.ii. [24-0230](#) Cooperative Agreement for the Napa Valley Forward: State Route 29 (SR-29) Intersection Improvement at Rutherford Road and Oakville Cross Road - Caltrans and Napa Valley Transportation Authority (\$1,150,000)

Action: Commission Approval

Presenter: Pamela Kwan

Programming and Allocations Committee

- 10c. [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
- 10d. [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
- 10e. [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
- 10f. [24-0265](#) MTC Resolutions No. 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
- 10g. [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

- 10h. [24-0267](#) MTC Resolution No. 4633. Adoption of the 2025 Regional Active Transportation Program (ATP) Cycle 7 Guidelines.

Action: Commission Approval

Presenter: Karl Anderson

Committee Report

11. Joint MTC ABAG Legislation Committee (Canepa)

- 11a. [24-0286](#) Senate Bill 960 (Wiener): Transit Priority and Complete Streets

Requires Caltrans incorporate infrastructure needs for all road users - including bicyclists, pedestrians, and transit riders - into the state asset management plan, adopt a transit priority policy and make other changes to streamline transit priority project implementation.

Action: Support in Concept / MTC Commission Approval

Presenter: Georgia Gann Dohrmann

Upon the motion by Chair Pedroza and seconded by Commissioner Dutra-Vernaci, the Commission unanimously adopted a support in concept position on Senate Bill 960 (Wiener). The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Spering

Absent: 4 - Commissioner Canepa, Commissioner Fleming, Commissioner Mahan and Commissioner Thao

- 11b. [24-0450](#) Senate Bill 1031 (Wiener): Regional Transportation Revenue Measure

Update on recent amendments to SB 1031 (Wiener), the new legislative vehicle for Connect Bay Area, the regional transportation revenue measure enabling legislation.

Action: Information

Presenter: Rebecca Long

The Commission received the update and provided comments.

One joint letter of correspondence was received from various organizations.

Vinay Pimple (MTC Policy Advisory Council) and Sam Sargent (Caltrain) were called to speak.

12. Programming and Allocations Committee (Chavez)

- 12a. [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

Upon the motion by Commissioner Chavez and seconded by Commissioner Glover, the Commission unanimously adopted MTC Resolution Nos. 4586, Revised; 4592, Revised; 4614, Revised; 4615, Revised; and 4635. The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Spering

Absent: 4 - Commissioner Canepa, Commissioner Fleming, Commissioner Mahan and Commissioner Thao

- 12b.** [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

Upon the motion by Commissioner Chavez and seconded by Commissioner Spering, the Commission unanimously adopted MTC Resolution Nos. 4625, Revised and 4626, Revised. The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Spering

Absent: 4 - Commissioner Canepa, Commissioner Fleming, Commissioner Mahan and Commissioner Thao

- 12c.** [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

Upon the motion by Commissioner Chavez and seconded by Commissioner Noack, the Commission unanimously adopted MTC Resolution Nos. 4444, Revised and 4510, Revised. The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Spering

Absent: 4 - Commissioner Canepa, Commissioner Fleming, Commissioner Mahan and Commissioner Thao

13. Public Comment / Other Business

Todd Nelson and Adrian Covert were called to speak.

14. Adjournment / Next Meetings:

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0564 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Consent
File created: 4/10/2024 **In control:** Metropolitan Transportation Commission
On agenda: 4/24/2024 **Final action:**
Title: MTC Resolution No. 4610, Revised, Regional Network Management Customer Advisory Group Charter - New Member Appointment

Sponsors:

Indexes:

Code sections:

Attachments: [8b 24-0564 Summary Sheet RNM Customer Advisory Group NewMember April.pdf](#)
[8b 24-0564 MTC Resolution 4610.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4610, Revised, Regional Network Management Customer Advisory Group Charter - New Member Appointment

Presenter:

Kỳ-Nam Miller

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

April 24, 2024

Agenda Item 8b - 24-0564

MTC Resolution No. 4610, Revised, Regional Network Management Customer Advisory Group Charter – New Member Appointment

Subject:

Member appointment to the Regional Network Management Committee Customer Advisory Group (Customer Advisory Group).

Background:

In October 2023, the Commission approved the Regional Network Management (RNM) Committee Customer Advisory Group (Customer Advisory Group) Charter (MTC Resolution No. 4610), one component of the overall RNM Framework. The purpose of the Customer Advisory Group is to provide diverse customer perspectives to the RNM Committee to help shape regional transit policy and implementation planning.

The Customer Advisory Group is a 20-member body that includes ten members of the Policy Advisory Council along with ten invited participants from business, equity, and other transit stakeholder organizations. A vacancy opened when the representative from TransForm, Amy Thomson, stepped down due to a professional career change. TransForm has named her replacement, Abibat Rahman-Davies, to represent TransForm on the Customer Advisory Group. This month's action would appoint Ms. Rahman-Davies to serve on the Customer Advisory Group, as shown in Attachment B to MTC Resolution No. 4610.

Issues:

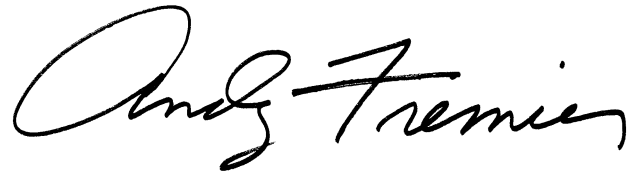
None identified.

Recommendations:

Refer MTC Resolution No. 4610, Revised, to the Commission for approval.

Attachments:

- Attachment A: MTC Resolution No. 4610, Revised
- Attachment B: MTC Resolution No. 4610, Attachment B 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: October 25, 2023
W.I.: 1621
Referred by: RNM
Revised: 2/28/24-C
4/24/24-C

ABSTRACT

MTC Resolution No. 4610

This resolution defines the role and responsibilities of the Commission's Customer Advisory Group.

This resolution contains the following attachments:

- Attachment A – which outlines the mission statement, roles, responsibilities, procedures, appointment process and membership criteria for the Customer Advisory Group.
- Attachment B – a table listing the currently appointed advisors and their term.

On April 24, 2024, Attachment B was revised to appoint a member to the Customer Advisory Group, to fill a vacancy.

On February 28, 2024, Attachment B was revised to appoint an additional member to the Customer Advisory Group.

Further discussion of this action is contained in the Regional Network Management Committee memorandum dated October 13, 2023 and February 9, 2024.

Date: October 25, 2023

W.I.: 1621

Re: Commission Customer Advisory Group Charter

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4610

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

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

WHEREAS, MTC convened the Blue Ribbon Transit Recovery Task Force (Task Force) in 2020 and 2021 to respond to the COVID-19 pandemic and the impacts to transit; and

WHEREAS, the Blue Ribbon Transit Recovery Task Force developed and endorsed the Transit Transformation Action Plan (Action Plan) in July 2021, which identifies near-term actions needed to achieve a more connected, efficient, and user-focused mobility network across the Bay Area and beyond and the Action Plan was received and accepted by MTC in September 2021; and

WHEREAS, MTC approved Resolution No. 4564 on February 22, 2023, which expressed policy support for a Regional Network Management Framework (RNM) to achieve the desired near-term outcomes in the Action Plan and to improve the Bay Area's regional transit network towards a longer-term transformation; and

WHEREAS, the Regional Network Management Framework outlines initial regional transit focus areas, committees and their roles, and a review process to evolve the RNM structure as needed over the long term; and

WHEREAS, the Regional Network Management Framework proposes a Customer Advisory Group of stakeholders who represent the customer and can help inform decision-making with the customer in mind, now, therefore be it

RESOLVED, that the Commission convene the Customer Advisory Group; and be it further

RESOLVED, that the members of the Customer Advisory Group will be appointed according to the process and shall have the roles and responsibilities as described in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that Customer Advisory Group roster is contained in Attachment B to this resolution; and be it further

RESOLVED, that the Executive Director is instructed to secure nominations to fill expired terms and other vacancies and present them to the Commission for confirmation by periodically revising Attachment B.

METROPOLITAN TRANSPORTATION COMMISSION

Nick Josefowitz, Vice Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on October 25, 2023.

Date: October 25, 2023
W.I.: 1621
Referred by: RNM
Revised: 02/28/24-C

Attachment A
Resolution No.: 4610
Page 1 of 6

**Metropolitan Transportation Commission
Regional Network Management: Customer Advisory Group Charter**

A. Regional Network Management Mission, Vision, and Objectives

The mission of the Regional Network Manager (“RNM”) is to drive transformative improvements in the customer experience for regional Bay Area transit.

The vision for the RNM is to advance regional goals in equity, livability, climate, and resiliency through a unified regional transit system that serves all Bay Area populations.

The objectives of the RNM are to deliver regional customer benefits, network management benefits, and other public benefits.

The RNM is intended to deliver its mission, vision and goals, by providing regionalized efforts across functional areas of activities required to deliver regional transit outcomes.

The RNM focus is centered on delivering operational changes that will directly benefit present and future customers. An initial set of focus areas has been defined as:

1. Fare Integration Policy;
2. Wayfinding, and Mapping;
3. Connected Network Planning;
4. Bus Transit Priority (BTP);
5. Rail Network Management
6. Accessibility

B. Customer Advisory Group Purpose, Roles and Responsibilities

The Customer Advisory Group is one component of the overall RNM Framework (MTC Resolution No. 4564). The purpose of the Customer Advisory Group is to provide diverse customer perspectives to the RNM Committee to help shape regional transit policy and implementation planning.

1. Identifying Customer Perspectives and Needs

The Customer Advisory Group shall meet to discuss customer perspectives and needs on certain topics as determined by its Work Plan. Customer Advisory Group members are expected to obtain input from their networks, communities and customers for discussion in these meetings.

2. Customer Advisory Group Work Plan

The MTC RNM Committee leadership will provide input to the Customer Advisory Group leadership to set the Customer Advisory Group's work plan and schedule for the year. The RNM Committee will identify priority areas in which it desires feedback and/or deeper inquiry from the Customer Advisory Group and will establish appropriate goals and performance measures. Customer Advisory Group leaders will be given the opportunity to recommend priority areas to the RNM Committee for inclusion in the work plan. As the Customer Advisory Group is intended to be agile and responsive in nature, the MTC RNM Committee and Customer Advisory Group may update, and re-prioritize the work plan, as needed.

3. Advising the MTC RNM Committee

Customer Advisory Group members are invited to attend MTC RNM Committee meetings. The Customer Advisory Group Chair shall be responsible for reporting back on the Group's meetings and perspectives to the MTC RNM Committee meeting to support regional visioning, policy development, and implementation planning by the MTC RNM Committee. The Customer Advisory Group shall have a standing agenda item at the MTC RNM Committee meeting, as appropriate. The Customer Advisory Group Chair may designate other Customer Advisory Group Members to provide reports to the MTC RNM Committee as they see fit.

4. Advising Other RNM Components

The Customer Advisory Group may be asked by the MTC RNM Committee to meet with the RNM Council, MTC Staff and/or Task Forces and Sub-Committees as needed to report on customer perspectives in support of policy development and implementation planning.

5. Limitation on Advisor Activities

The role of the Customer Advisory Group members is to advise the MTC RNM Committee. The Customer Advisory Group members are not to convey positions to outside agencies on behalf of the Customer Advisory Group or the RNM Committee, independent of MTC RNM Committee direction.

C. Customer Advisory Group Membership and Roles

1. Membership

The Customer Advisory Group shall be composed of twenty (20) members. Ten (10) members from MTC's Policy Advisory Council and Ten (10) members shall be selected to represent the interests of customers. Of the 10 customer interest members:

- a) Four members shall represent policy organizations
- b) One member shall represent transit rider groups
- c) Two members shall represent students and/or youth
- d) One member shall represent business
- e) One member shall represent a city transportation department
- f) One member shall represent the disability community

There shall be no alternates to the appointed membership.

2. Appointment Process

MTC Staff shall secure nominations to fill terms and vacancies for the Customer Advisory Group and present them to the appropriate MTC Commission members for confirmation. Appointments will be made by the Commission's Chair and Vice Chair. Nominations for members of the Customer Advisory Group will be solicited from a wide range of sources including, but not limited to: Commission members, current advisors, relevant organizations in the community, and via news releases or display ads sent to media outlets in the nine-county Bay Area.

In general, Customer Advisory Group members will serve four-year terms. Terms shall be concurrent with the MTC Policy Advisory Council, to the degree feasible. Although there are no term limits, Commission members are to consider length of service and effectiveness before recommending the reappointment of Customer Advisory Group members. All Customer Advisory Group members wishing to be reappointed must reapply.

3. Chair and Vice Chair

There are two subgroups within the Customer Advisory Group: members of the Policy Advisory Council, and non-Policy Advisory Council stakeholder representatives. A Chair and Vice Chair of the Customer Advisory Group will be elected, with both subgroups represented in leadership. For example, if the Chair is from the Policy Advisory Council, the Vice Chair should be selected from the non-Policy Advisory Council members. Similarly, if the Chair is not from the Policy Advisory Council, the Vice Chair should be from the Policy Advisory Council. The only exception will be if no candidate from the non-represented group stands for election. In the event of a vacancy, replacement candidates should come from the same subgroup as the person who vacated the office.

The Chair shall be the person who receives the most votes from all Customer Advisory Group members. The Vice Chair shall be the person from the non-represented group who receives the most votes from all Customer Advisory Group members.

The Chair and Vice Chair shall be responsible for the agenda-setting and facilitation of Customer Advisory Group meetings and presentations. The Chair and Vice Chair of the Customer Advisory Group shall be elected by the Customer Advisory Group members for a two-year term. Although Customer Advisory Committee leaders may be re-elected, regular rotation of these positions among the Customer Advisory Group membership is strongly encouraged.

4. Membership Requirements

Customer Advisory Group members are expected to attend, in person, the Customer Advisory Committee's regularly scheduled meetings throughout the year and make constructive contributions to the work of the Customer Advisory Group. Customer Advisory Group members must attend at least two-thirds of the meetings; those who do not do so may be subject to dismissal at the discretion of the Customer Advisory Group Chair, in consultation with MTC staff. Exceptions will be made for properly noticed remote attendance. Customer Advisory Group members must live or work in the nine-county Bay Area.

5. Compensation

Subject to the Commission Procedures Manual (MTC Resolution No. 1058, Revised, Appendix D), Customer Advisory Group members will receive a stipend for each Customer Advisory Group meeting attended as well as for attending a Regional Network Management meeting as the designated speaker for the Customer Advisory Group report to that body. Members will be reimbursed for actual expenses for travel, with a maximum of five meetings per month. Meetings are defined as a) publicly noticed meetings the Customer Advisory Group; b) noticed Regional Network Management meetings where the designated Member attends to speak on behalf of the Customer Advisory Group; or c) attendance at a community meeting at the request of the Commission, MTC staff, Dedicated RNM staff or MTC RNM Committee to provide outreach assistance (i.e., when he/she attends a community meeting with MTC staff to provide an introduction to a particular community).

6. Conflicts of Interest Policy

To avoid potential conflict of interest, no person shall sit on the Customer Advisory Group and concurrently be in a business relationship with MTC/BATA. A member is considered to have a business relationship with MTC/BATA when that member is employed by or serves on the Board of Directors of an organization that has received a grant or contract award from MTC – where MTC staff alone reviews proposals and recommends an organization or organizations for award of that grant or contract. In such cases, the member shall resign from the Customer Advisory Group for the duration of the contract or grant but may reapply for any vacancies upon completion of the contract or grant.

7. Ethics Training

All members of the Customer Advisory Group shall complete an ethnics training course within the first year of their term on the Customer Advisory Group.

D. Customer Advisory Group Meetings

1. Meeting Cadence

The Customer Advisory Group will meet on a bi-monthly basis or as required by its annual work plan. As needed, the Customer Advisory Group may hold additional, special meetings at the discretion of the Customer Advisory Group Chair and Vice Chair or by a majority vote of the Customer Advisory Group Members. Customer Advisory Group members shall be notified of special meetings no less than one week prior to a meeting's occurrence.

2. Meeting Location

Public meetings will be held at the MTC offices or other locations at a regular time to be agreed upon by the members of the Customer Advisory Group.

3. Agenda Setting

In consultation with MTC Staff, the Customer Advisory Group Chair and Vice Chair will determine the agenda for Customer Advisory Group Meetings. Customer Advisory Group members may provide input to the Chair and Vice Chair. The agenda should be reflective of the Customer Advisory Group Work Plan.

4. Quorum Requirements

At least 50 percent plus one of the Customer Advisory Group appointed members must be present to constitute a quorum, conduct a meeting, and vote on issues. The Customer Advisory Group cannot hold discussions in the absence of a quorum.

5. Ad Hoc Working Groups

To implement the Customer Advisory Group Work Plan, the Customer Advisory Group may establish working groups, with participation from MTC and Transit Operator Staff, on an ad hoc basis.

6. Public Meetings

All Customer Advisory Group meetings will be noticed and open to the public.

E. Continuous Improvement of the Customer Advisory Group

The Customer Advisory Group, as described above, is subject to change. The MTC RNM Committee will review all RNM components to identify continuous improvement opportunities for each component, including the Customer Advisory Group. These reviews are expected to occur every 2 years.

Date: October 25, 2023
W.I.: 1621
Referred by: RNM
Revised: 02/28/24-C
04/24/24-C

Resolution No.: 4610
Attachment B

**Customer Advisory Group Membership
(October 25, 2023 to Dec. 31, 2025)**

Advisor Name	Representing
Adina Levin	Policy Advisory Council Member
Carina Lieu	Policy Advisory Council Member
Dwayne Hankerson	Policy Advisory Council Member
Gerry Glaser	Policy Advisory Council Member
Phillip Pierce	Policy Advisory Council Member
Wendi Kallins	Policy Advisory Council Member
Zack Deutsch-Gross	Policy Advisory Council Member
Terry Scott	Policy Advisory Council Member
Anne Olivia Eldred	Policy Advisory Council Member
Charley Lavery	Policy Advisory Council Member
Abibat Rahman-Davies	Policy Organization – TransForm
Sebastian Petty	Policy Organization – SPUR
Bob Allen	Policy Organization - Urban Habitat
Ian Griffiths	Policy Organization – Seamless Bay Area
Dylan Fabris	Transit Riders Group – SF Transit Riders
vacant	Student Advocate
Hillary Brown	Student Advocate
Emily Loper	Business – Bay Area Council
Brian Stanke	City DOT – City of San Jose DOT
Warren Cushman	Disability Community – CA Council of the Blind



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0371 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 3/1/2024 **In control:** Administration Committee
On agenda: 4/10/2024 **Final action:**
Title: MTC Resolution No. 4576, Revised - Fiscal Year 2023-24 Operating and Capital Budgets, Amendment No. 2.

Sponsors:

Indexes:

Code sections:

Attachments: [8c 24-0371 Summary Sheet MTC Resolution 4576 FY23-24 Budgets Amendment2.pdf](#)
[8c 24-0371 MTC Resolution 4576 Revised.pdf](#)
[2h 24-0371 Summary Sheet MTC Resolution No. 4576 Revised FY23-](#)
[2h 24-0371 MTC Resolution No 4576 Revised.pdf](#)
[2h 24-0371 Attachments A-G MTC Resolution No 4576 Revised.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4576, Revised - Fiscal Year 2023-24 Operating and Capital Budgets, Amendment No. 2.

Oscar Quintanilla Lopez

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Administration Committee**

April 10, 2024

Agenda Item 2h-24-0371

**MTC Resolution No. 4576, Revised
FY 2023-24 Operating and Capital Budgets, Amendment No. 2**

Subject:

Staff requests that the Committee refer MTC Resolution No. 4576 Revised, the MTC FY 2023-24 Operating and Capital Budgets, Amendment No. 2, to the Commission for approval. This amendment increases both operating revenue and operating expenditure by approximately \$2.0 million, resulting in a small increase to the projected operating surplus before transfers.

Background:

On June 28, 2023, the Metropolitan Transportation Commission adopted Resolution No. 4576, authorizing the Fiscal Year (FY) 2023-24 Operating and Capital Budgets. The approved budget included total revenue of \$368.0 million, total expenses of \$366.0 million, and a transfer to the Capital Budget of \$3.1 million.

On November 8, 2023, the Metropolitan Transportation Commission adopted Resolution No. 4576 Revised, authorizing FY 2023-24 Operating and Capital Budgets, Amendment No. 1. The approved amendment increased operating revenue by \$5.3 million and operating expenses by \$6.2 million. The approved amendment also increased the transfer to the Capital Budget to \$5.2 million. This amendment incorporated updated carryover balances from federal and state grants, updated revenue assumptions on sales tax and interest income, added new grants and non-staff expenses, and authorized additional new positions to meet expanded operational requirements.

The proposed budget amendment adjusts Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) transportation planning funds as described in item 2i – 24-0372 of this April 10, 2024 Administration Committee agenda, resulting in an overall increase of \$902,915. In addition to this adjustment, the proposed budget amendment adjusts other line items as described below.

FY 2023-24 Operating Budget

Total operating revenue for FY 2023-24 is currently estimated at \$375.2 million, an increase of nearly \$2.0 million, or 0.5% higher than the approved budget. As described in Table 1, the increase to operating revenue is mostly from increases in newly approved federal grant funding and transfers from other entities.

Table 1. FY 2023-24 Operating Revenue (in Millions)

	FY 2023-24 Amendment 1	FY 2023-24 Amendment 2	Change %	Change \$
Federal Grants	\$ 189.1	\$ 190.6	0.8%	\$ 1.5
State Grants	96.8	96.8	0.0%	0.0
Local Funding	34.0	34.1	0.2%	0.1
TDA - General Fund	16.6	16.6	0.0%	0.0
Transfer from Other Entities/Funds	6.8	7.2	5.9%	0.4
Administrative Overhead	27.8	27.8	0.0%	0.0
Other	2.1	2.1	0.0%	0.0
Operating Revenue	\$ 373.2	\$ 375.2	0.5%	\$ 2.0

Total operating expenses for FY 2023-24 is estimated at \$374.2 million, an increase of nearly \$2.0 million, or 0.5% higher than the approved budget. This results in a \$12,477 increase to the projected operating surplus before transfers.

As described in Table 2, the amendment to the operating expense includes increases in:

- Computer services for purchases of equipment for hybrid workspaces.
- General Operations to fund additional personnel recruitment costs.
- Contractual services to support existing programs such as the Transportation Asset Management program, advancing Bay Trail, and the State Transit Assistance regional program.

Table 2. FY 2023-24 Operating Expenses (in Millions)

	FY 2023-24 Amendment 1	FY 2023-24 Amendment 2	Change %	Change \$
Salaries and Benefits	\$ 53.9	\$ 53.9	0.0%	\$ 0.0
Computer Services	6.2	6.5	5.0%	0.3
General Operations	5.2	5.4	4.0%	0.2
Contractual Services	305.3	306.8	0.5%	1.5
Other	1.6	1.6	0.0%	0.0
Operating Expenses	\$ 372.2	\$ 374.2	0.5%	\$ 2.0

FY 2023-24 Clipper and Bay Bridge Forward 2020 Budget

The proposed budget amendment increases operating budget revenue and expenditure of Clipper 1 operations by a total of \$2.2 million. The amendments are related to an increase in Clipper operating expenses of transit operators of \$1.9 million and an increase to fully cover Clipper's general insurance expense of \$0.3 million. These expenses will be funded by revenue increases in Regional Measure (RM) 2 operating assistance funds by \$0.3 million, Clipper inactive cards by \$0.5 million, and the transit operating agencies by \$1.4 million. This amendment also increases Bay Bridge Forward 2020 budget by \$0.5 million for I-80 HOV Hours and Lane Restrictions Project.

Issues:

None identified.

Recommendations:

Staff recommends that the Committee refer MTC Resolution No. 4576 Revised, MTC FY 2023-24 Operating and Capital Budgets, Amendment No. 2, to the Commission for approval.

Attachments:

- MTC Resolution No. 4576 Revised
- MTC FY 2023-24 Operating and Capital Budgets, Amendment No. 2.



Andrew B. Fremier

Date: June 28, 2023
W.I.: 1152
Referred by: Commission
Revised: 11/15/2023-C
Revised: 04/24/2024-C

ABSTRACT

Resolution No. 4576, Revised

This resolution approves the Agency's Operating and Capital Budgets for FY 2023-24.

Attachments A, B, C, D, E, F and G to this resolution were revised on November 15, 2023. The revision included additional federal, state, and local funding, revised carryover funding for the Consolidated Grant Planning (CPG) and adjusted expense line items.

Attachments A, B, C, D, E, F and G to this resolution were revised on April 24, 2024. The revision incorporates final allocation adjustments to FHWA PL and FTA 5303 funds, adjustments to state and local funding, and adjust expense line items.

Further discussion of the agency budget is contained in the Summary Sheets dated June 28, 2023 and in the Administration Committee Summary Sheet dated November 8, 2023 and April 10, 2024. A budget is attached as Attachments A through G.

Date: June 28, 2023
W.I.: 1152
Referred by: Commission

Re: Metropolitan Transportation Commission's Operating and Capital Budgets for FY 2023-24

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4576

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

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

WHEREAS, on April 26, 2023 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2023-24 with the adoption of MTC Resolution No. 4577; and

WHEREAS, the OWP identifies MTC's Overall Work Program for FY 2023-24; and

WHEREAS, the final draft MTC Agency Budget for FY 2023-24 is consistent with the OWP as adopted pursuant to MTC Resolution No. 4577; now, therefore, be it

RESOLVED, that MTC's Agency Budget for FY 2023-24, attached hereto as Attachment A, and incorporated herein as though set forth at length, is approved; and, be it further

RESOLVED, that the Executive Director or designee may approve adjustments among line items in the MTC operating budget for FY 2023-24, provided that there shall be no increase in the overall MTC operating budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC delegates to its Administration or Operations Committees the authority to approve all contracts and expenditures in MTC's Agency Budget for FY 2023-24, providing that there shall be no increase in the overall budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall submit written requests to the Administration or Operations Committees for approval of consultants, professional services, and expenditures authorized in the MTC Agency Budget for FY 2023-24; and, be it further

RESOLVED, that MTC's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2023-24; and, be it further

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

RESOLVED, that the Commission authorizes the designation of certain reserves for FY 2023-24 as follows: Benefits, Liability, Compensated Absences, Encumbrances, Building, Other Post-Employment Benefits (OPEB), and Capital and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside \$1,000,000 for computer capital and replacement. The Chief Financial Officer is authorized to utilize the funds in the Benefits Reserve to meet any obligations resulting from the requirements of or changes in the employee labor agreements or for the purpose of prepaying or retiring unfunded pension or OPEB Liability. No additional expenditures shall be authorized from any designated reserves authorized by MTC's Agency Budget for FY 2023-24 without prior authorization of the Administration Committee; and, be it further

RESOLVED, that the total of full time regular and project term limited employees is established at 404 and will not be increased without approved increase to the appropriate FY 2023-24 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2023-24 budgets; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

Date: June 28, 2023
W.I.: 1152
Referred by: Commission
Revised: 11/15/2023-C
Revised: 04/24/2024-C

Attachments A,B,C,D,E,F,G
Resolution No. 4576

METROPOLITAN TRANSPORTATION COMMISSION

AGENCY'S OPERATING AND CAPITAL BUDGETS

FY 2023-24

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Bay Bridge Forward Operating and Capital Budgets	Attachment F
Exchange Fund Budget	Attachment G

METROPOLITAN TRANSPORTATION COMMISSION

FY 2023-24 OPERATING BUDGET

SUMMARY

OPERATING REVENUE-EXPENSE SUMMARY

	FY 2023-24 Amendment No. 1	FY 2023-24 Amendment No. 2	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Federal Grants	\$ 189,060,087	\$ 190,559,867	0.8%	\$ 1,499,780
State Grants	96,846,582	96,822,298	0.0%	(24,284)
Local Funding	34,038,320	34,118,320	0.2%	80,000
Transportation Development Act (TDA) - General Fund	16,588,664	16,588,664	0.0%	-
Transfer from Other Entities/Funds	6,781,963	7,181,963	5.9%	400,000
Administrative Overhead Reimbursement	27,848,803	27,848,803	0.0%	-
Other	2,079,253	2,079,253	0.0%	-
Total Operating Revenue	\$ 373,243,672	\$ 375,199,169	0.5%	\$ 1,955,497
Total Operating Expense	\$ 372,248,203	\$ 374,191,223	0.5%	\$ 1,943,020
Operating Surplus/(Deficit) Before Transfers	\$ 995,469	\$ 1,007,946	1.3%	\$ 12,477
Transfer In from Operating Reserve	\$ 4,253,207	\$ 4,240,730	-0.3%	\$ (12,477)
Transfer Out to Capital Fund	\$ (5,248,676)	\$ (5,248,676)	0.0%	\$ -
Net Operating Surplus/(Deficit)	\$ -	\$ -	0.0%	\$ -
Use of Reserves				
Beginning Reserve Balance	\$ 74,739,307	\$ 74,739,307	0.0%	\$ -
Transfer into (from) reserve for operating	995,469	1,007,946	1.3%	12,477
Transfer into (from) reserve for Capital	(5,248,676)	(5,248,676)	0.0%	-
Net Transfers in (from) reserves	(4,253,207)	(4,240,730)	-0.3%	12,477
Ending Reserve Balance	70,486,100	70,498,577	0.0%	12,477

	FY 2023-24 Amendment No. 1	FY 2023-24 Amendment No. 2	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Operating Revenue				
Federal Grants				
Congestion Mitigation and Air Quality (CMAQ)	\$ 21,307,201	\$ 21,307,201	0%	\$ -
Congestion Mitigation and Air Quality (CMAQ) - New	5,383,113	5,383,113	0%	-
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)	9,526,211	9,909,141	4%	382,930
Federal Highway Administration Planning (FHWA PL) (FY 2023-24) - Complete Streets Bipartisan Infrastructure Law	269,882	254,081	-6%	(15,801)
Federal Highway Administration Planning (FHWA PL) (FY 2022-23) (Carryover)	915,861	915,861	0%	-
Federal Highway Administration Planning (FHWA PL) (FY 2022-23) (Carryover) - Complete Streets Bipartisan	130,429	130,429	0%	-
Federal Highway Administration Planning (FHWA PL) (FY 2021-22) (Carryover)	15,526	15,526	0%	-
Federal Highway Administration State Planning and Research (FHWA SP&R) (FY 2021-22) (Carryover)	221,975	196,975	-11%	(25,000)
Federal Transit Administration (FTA) 5303 (FY 2023-24)	4,734,683	4,963,854	5%	229,171
Federal Transit Administration (FTA) 5303 (FY 2022-23) (Carryover)	2,256,949	2,256,949	0%	-
Federal Transit Administration (FTA) 5303 (FY 2021-22) (Carryover)	723,691	723,691	0%	-
Federal Transit Administration (FTA) 5304 (FY 2022-23) (Carryover)	500,000	500,000	0%	-
Federal Transit Administration (FTA) 5304 (FY 2021-22) (Carryover)	-	-	N/A	-
Federal Transit Administration (FTA) 5312	500,000	500,000	0%	-
Federal Highway Administration (FHWA) Regional Infrastructure Accelerator (RIA) Resilient (FY 2022-23)	1,500,000	1,500,000	0%	-
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	72,136,042	73,494,523	2%	1,358,481
Surface Transportation Block Grant (STBG) (Local Match Required)	38,485,486	38,485,486	0%	-
Surface Transportation Block Grant (STBG) - New	29,870,000	29,140,000	-2%	(730,000)
Economic Development Administration (EDA)	-	300,000	N/A	300,000
Job Access and Reverse Commute Program (JARC)	583,038	583,038	0%	-
	\$ 189,060,087	\$ 190,559,867	1%	\$ 1,499,780

	FY 2023-24 Amendment No. 1	FY 2023-24 Amendment No. 2	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
State Grants				
California Housing Community (HCD) Regional Early Action Planning (REAP)	\$ 1,139,830	\$ 1,139,830	0%	\$ -
California Housing Community Development (HCD) (REAP 2.0)	65,126,128	64,851,668	0%	(274,461)
Low Carbon Transit Operations Program (LCTOP) Means Based	4,673,361	4,673,361	0%	-
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2023-24)	2,030,000	2,030,000	0%	-
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2022-23)	456,407	456,407	0%	-
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2021-22) (Carryover)	578,619	578,619	0%	-
State Transportation Improvement Program - Programming and Planning (STIP-PPM)	1,480,918	1,580,918	7%	100,000
California Department of Conservation	250,000	250,000	0%	-
Coastal Conservancy	4,021,383	4,021,383	0%	-
State Transit Assistance (STA)	10,409,686	10,609,686	2%	200,000
State Transit Assistance (STA) Exchange Fund	4,580,000	4,580,000	0%	-
State of California, Wildlife Conservation Board (Proposition 68)	286,845	286,845	0%	-
CA Air Resource Board	0	-	-100%	-
SB 856 CA State Transp. Agency	0	-	-100%	-
2% Transit Transfer	1,006,767	781,944	-22%	(224,823)
5% Transit Transfer	806,636	981,636	22%	175,000
	\$ 96,846,582	\$ 96,822,298	0%	\$ (24,284)
Local Funding				
SFMTA Local Funding	700,000	700,000	0%	-
Bay Area Air Quality Management District (BAAQMD)	714,000	714,000	0%	-
Exchange Fund	29,423,835	29,503,835	0%	80,000
Pavement Management Program (PMP Sales)	2,000,000	2,000,000	0%	-
Pavement Management Technical Assistance Program (PTAP)	543,900	543,900	0%	-
High Occupancy Vehicle (HOV) Lane Fines	450,000	450,000	0%	-
Cities/Local Funds	206,585	206,585	0%	-
Subtotal	\$ 34,038,320	\$ 34,118,320	0%	\$ 80,000

	FY 2023-24 Amendment No. 1	FY 2023-24 Amendment No. 2	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Transfers In				
Association of Bay Area Governments (ABAG)	\$ 188,374	\$ 188,374	0%	-
Bay Area Infrastructure Financing Authority (BAIFA)	343,715	343,715	0%	-
Bay Area Toll Authority (BATA) Regional Measure 2	2,439,995	2,439,995	0%	-
Bay Area Toll Authority (BATA) Reimbursement	2,279,875	2,479,875	9%	200,000
Service Authority for Freeways and Expressways (SAFE) Reimbursement	124,500	124,500	0%	-
BATA Rehabilitation Program	1,016,717	1,016,717	0%	-
Service Authority for Freeways and Expressways (SAFE) - Advanced	228,788	228,788	0%	-
SFO Gap Closure Project	160,000	360,000	125%	200,000
Subtotal	\$ 6,781,963	\$ 7,181,963	6%	\$ 400,000

Reimbursements for Administrative Overhead				
Association of Bay Area Governments (ABAG)	2,077,876	2,077,876	0%	\$ -
BATA 1% Administrative Draw	9,817,170	9,817,170	0%	-
Additional BATA 1% Administrative Draw	9,817,170	9,817,170	0%	-
Bay Area Forward	129,143	129,143	0%	-
Bay Area Infrastructure Financing Authority (BAIFA)	1,722,016	1,722,016	0%	-
Bay Area Housing Finance Authority (BAHFA)	1,073,400	1,073,400	0%	-
Bay Area Headquarters Authority (BAHA)	880,383	880,383	0%	-
Clipper	1,834,393	1,834,393	0%	-
Service Authority for Freeways and Expressways (SAFE) Reimbursement	497,251	497,251	0%	-
Subtotal	\$ 27,848,803	\$ 27,848,803	0%	\$ -

Other Revenues				
Interest	2,079,253	2,079,253	0%	-
Subtotal	\$ 2,079,253	\$ 2,079,253	0%	\$ -

METROPOLITAN TRANSPORTATION COMMISSION
FY 2023-24 OPERATING BUDGET

MTC Resolution No. 4576, Revised
Date: 04/24/2024
Attachment A

	FY 2023-24 Amendment No. 1	FY 2023-24 Amendment No. 2	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Operating Expense				
I. Salaries and Benefits	\$ 53,908,919	\$ 53,908,919	0%	\$ -
Program Staff Salaries	22,653,933	22,653,933	0%	-
Program Staff Benefits	9,917,100	9,917,100	0%	-
Program Temporary Staff Salaries (Non-Benefited Positions)	680,419	680,419	0%	-
Administrative Overhead Salaries	14,429,805	14,429,805	0%	-
Administrative Overhead Benefits	6,160,999	6,160,999	0%	-
Administrative Overhead Temporary Staff (Non-Benefited Positions)	66,663	66,663	0%	-
New Position Requests (including Benefis)	0	-	0%	-
II. Travel and Training	\$ 1,307,050	\$ 1,307,050	0%	\$ -
III. Printing, Reproduction, and Graphics	\$ 120,000	\$ 120,000	0%	\$ -
IV. Computer Services	\$ 6,204,556	\$ 6,504,556	5%	\$ 300,000
V. Commissioner Expense	\$ 175,000	\$ 175,000	0%	\$ -
VI. Advisory Committees	\$ 21,000	\$ 21,000	0%	\$ -
VII. General Operations	\$ 5,194,881	\$ 5,398,881	4%	\$ 204,000
Subtotal of Operating Expenses Before Contractual Service and Capital Outlay	\$ 66,931,405	\$ 67,435,405	1%	\$ 504,000
IX. Contractual Services	\$ 305,316,798	\$ 306,755,818	0.5%	\$ 1,439,020
Total Operating Expense	\$ 372,248,203	\$ 374,191,223	0.5%	\$ 1,943,020

	Fund Source No.	Project Description	Grant Award	Life-to-Date (LTD) Expenditures thru 06/30/2023	Consultant Encumbrance as of 06/30/2023	FY 2023-24 Projected Grant Balance	FY 2023-24 New Grants	FY 2023-24 Staff Budget	FY 2023-24 Consultant Budget	Remaining Balance	Expiration Dates
Federal Highway Administration (FHWA) Grants											
1 74A0814	1109	FHWA PL (FY 2023-24)	\$ 9,909,141	\$ -	\$ -	\$ 9,909,141	\$ -	\$ 9,630,198	\$ 278,943	\$ -	06/30/2026
2 74A0814	1109 CO	FHWA PL (FY 2022-23) (Carryover)	9,604,012	8,423,560	264,591	915,861	-	820,705	95,156	-	06/30/2025
3 74A0814	1116	FHWA PL (FY 2023-24)	254,081	-	-	254,081	-	254,081	-	-	06/30/2026
4 74A0815	1116 CO	FHWA PL (FY 2022-23) (Carryover)	264,591	134,162	-	130,429	-	130,429	-	-	06/30/2025
5 74A0814	1109 CO22	FHWA PL (FY 2021-22) (Carryover)	9,283,882	9,268,356	-	15,526	-	-	15,526	-	06/30/2025
6 693JJ32350009	1117	FHWA Resilient State Route SR 37 Program Regional Infrastructure Accelerator	1,500,000	-	-	1,500,000	-	-	1,500,000	-	12/31/2025
7 74A0814	1306	Next-Generation Bay Area Freeways Study@	500,000	278,025	-	221,975	-	179,248	17,727	25,000	06/30/2024
8 ED23SEA0G0039	EDA	EDA Economic Adjustment Assistance Program	300,000	-	-	300,000	-	-	300,000	-	3/31/2026
9 6084-209	1825	Operate Car Pool Program	8,000,000	6,338,602	861,398	800,000	-	-	800,000	-	06/30/2024
10 6084-206	1826	Congestion Management Agency (CMA) Planning	58,818,000	58,617,464	-	200,536	-	-	-	200,536	06/30/2025
11 6084-211	1828	Commuter Benefits Implementation	1,785,000	1,668,610	-	116,390	-	48,429	56,000	11,961	06/30/2025
12 6084-210	1829	Incident Management	20,478,000	18,533,711	388,289	1,556,000	-	-	1,556,000	-	06/30/2025
13 6084-215	1830	Spare the Air Youth Program	2,463,000	2,347,194	115,806	-	-	-	-	-	06/30/2025
14 6084-216	1831	Arterial/Transit Performance/Rideshare	5,000,000	3,692,651	-	1,307,349	-	279,514	1,027,835	-	06/30/2025
15 6084-208	1832	Vanpool Program	12,610,541	2,473,411	-	10,137,130	-	-	10,137,130	-	06/30/2028
16 6084-212	1834	Transportation Management System (TMS) Program	2,910,000	1,865,015	719,942	325,043	-	325,043	-	-	06/30/2025
17 6084-222	1835	Incident Management	4,160,000	2,777,593	220,087	1,162,320	-	1,162,320	-	-	06/30/2025
18 6084-225	1836	Transportation Management Center (TMC) Asset	1,150,000	465,771	44,229	640,000	-	-	640,000	-	06/30/2025
19 6084-220	1837	I-880 Interstate Corridor Management (ICM) Central Segment	1,142,000	495,707	-	646,293	-	-	646,293	-	06/30/2025
20 6084-232	1839	PDA Planning & Implementation	41,500,000	6,937,171	771,729	33,791,100	-	-	33,791,100	-	06/30/2028
21 6084-226	1841	AOM & Dumbarton Forward Bike & Pedestrian Implementation	23,937,000	13,738,171	5,074,704	5,124,125	-	3,624,125	1,500,000	-	06/30/2026
22 6084-227	1842	Enhance Arterial: CAT1	10,915,000	7,020,614	-	3,894,386	-	-	3,894,386	-	06/30/2024
23 6084-230	1843	Commuter Parking O&M	2,500,000	641,690	322,023	1,536,287	-	36,287	1,500,000	-	06/30/2025
24 6084-233	1845	Freeway Performance - I-680 Corridor	14,000,000	7,282,280	6,717,720	-	-	-	-	-	06/30/2025
25 6084-235	1846	I-880 Communications Infrastructure	2,500,000	486,590	25,161	1,988,249	-	-	1,988,249	-	06/30/2025
26 6084-241	1847	Shared Use Mobility	2,500,000	1,515,685	-	1,130,360	-	464,319	666,041	-	06/30/2024
27 6084-255	1850	511 - Traveler Information Program	5,700,000	5,286,230	124,423	289,347	-	-	289,347	-	06/30/2024
28 6084-244	1852	Connected Automobile Vehicle	2,500,000	306,605	-	2,193,395	-	-	1,234,550	958,845	06/30/2025
29 6084-259	1853	Bay Bridge Forward 2020/Freeway Perf: I-580	625,000	596,209	28,791	-	-	-	-	-	06/30/2025
30 6084-260	1854	511 Traveler Information Program	16,672,000	9,283,565	1,517,842	5,870,593	-	-	5,870,593	-	06/30/2028
31 6084-263	1855	Bay Bridge Forward 2020/Freeway Perf: I-80 Corr.	3,000,000	1,257,039	698,011	1,044,950	-	-	1,044,950	-	06/30/2025
32 6084-264	1856	Freeway Performance Prelim Eng/Imp. SR-37	1,000,000	713,483	86,517	200,000	-	-	200,000	-	06/30/2025
33 6084-262	1857	Pavement Management Technical Assistance Program (PTAP)	3,000,000	3,000,000	-	-	-	-	-	-	06/30/2025
34 6084-269	1859	I-880 Communications Upgrade	200,000	71,223	-	128,777	-	49,391	-	79,386	06/30/2026
35 6084-273	1860	I-880 Express Lane in Alameda County	900,000	482,874	-	417,126	-	-	417,126	-	06/30/2026
36 6084-275	1861	Bikeshare Program - Capital	700,000	30,500	10,000	659,500	-	-	659,500	-	06/30/2027
37 6084-277	1862	Regional Mapping Data Service Development - Capital	1,800,000	108,176	891,824	800,000	-	-	800,000	-	06/30/2027
38 6084-278	1863	Mapping and Wayfinding Program - Capital	991,538	783,316	208,222	-	-	-	-	-	06/30/2027
39 6084-279	1864	Technical Assistance Mobility Hub Pilot Program	150,000	84,342	65,658	-	-	-	-	-	06/30/2027
40 6084-281	1865	Planning activities to advance delivery of Diridon Station	2,000,000	-	-	2,000,000	-	-	2,000,000	-	06/30/2027
41 6084-282	1866	Bay Bridge Forward	5,750,000	21,451	-	5,728,549	-	-	-	5,728,549	06/30/2027
42 6084-285	1867	Regional Planning Activities	49,500,000	683,170	-	48,816,830	-	5,987,469	4,267,092	38,562,269	06/30/2027
43 6084-288	1868	Regional Streets and Roads Program	10,000,000	811,645	5,750,380	3,437,975	-	-	3,437,975	-	06/30/2027
44 6084-284	1869	Regional Planning Activities Programming	57,903,000	6,174,868	25,101,132	26,627,000	-	-	26,627,000	-	06/30/2027
45 6084-290	1870	Climate Initiatives Education and Outreach	1,500,000	275,000	-	1,225,000	-	-	1,225,000	-	06/30/2028
46 6084-293	1872	Administration of the Priority Conservation Area	525,000	108,924	162,931	253,145	-	253,145	-	-	12/31/2025
47 6084-292	1873	Implement Bay Area Commuter Benefits Program	6,800,000	179,535	1,089,465	5,531,000	-	-	5,531,000	-	06/30/2027
48 6084-295	1874	Bay Trail Planning	1,750,000	-	-	1,750,000	-	-	1,750,000	-	06/30/2028
49 6084-294	1875	Implement a Collective Approach to Freeway Operation and Management	3,000,000	-	-	3,000,000	-	52,738	2,947,262	-	06/30/2028
50 6084-297	1876	Interstate 880 Optimized Corridor Operations	2,240,000	-	-	2,240,000	-	-	-	2,240,000	12/31/2027
51 6084-300	1877	Provide Mobility Hubs and Parking Management Planning And Technical Assistance	4,500,000	-	-	4,500,000	-	-	4,500,000	-	06/30/2028
Total Federal Highway Administration (FHWA) Grants			\$ 430,690,786	\$ 185,260,188	\$ 51,260,874	\$ 194,315,769	\$ -	\$ 23,297,442	\$ 123,211,780	\$ 47,806,546	
Federal Transit Administration (FTA) Grants											
52 74A0814	1602	FTA 5303 (FY 2023-24)	\$ 4,963,854	\$ -	\$ -	\$ 4,963,854	\$ -	\$ 2,684,683	\$ 2,279,171	\$ -	06/30/2026
53 74A0814	1602 CO	FTA 5303 (FY 2022-23) (Carryover)	4,641,057	2,384,108	-	2,256,949	-	2,020,775	236,174	-	06/30/2025
54 74A0814	1602 CO22	FTA 5303 (FY 2021-22) (Carryover)	3,557,462	2,833,771	-	723,691	-	-	723,691	-	06/30/2024
55 74A0814	1615	FTA 5304 (FY 2022-23 Carryover)	500,000	-	-	500,000	-	-	500,000	-	06/30/2025
56 CA-37-X177	1630	Job Access and Reverse Commute Program (JARC)	2,430,952	1,847,914	-	583,038	-	-	583,038	-	N/A
57 CA-2023-016-00	1675	San Francisco Bay Area Multi-Agency Paratransit Trip Booking	500,000	-	-	500,000	-	-	500,000	-	12/31/2024
Total Federal Transit Administration (FTA) Grants			\$ 16,593,325	\$ 7,065,793	\$ -	\$ 9,527,532	\$ -	\$ 4,705,458	\$ 4,822,074	\$ -	
Total Federal Grants			\$ 447,284,111	\$ 192,325,981	\$ 51,260,874	\$ 203,843,301	\$ -	\$ 28,002,900	\$ 128,033,854	\$ 47,806,546	
State Grants											
58 PMP 6084-270	2183	State Transportation Improvement Program (PPM)	750,000	33,360	-	716,640	-	716,639	-	-	06/30/2024
59 PMP-6084-286	2184	State Transportation Improvement Program (PPM)	776,000	-	-	776,000	-	214,279	550,000	11,722	06/30/2025
60 PPM24-6084-296	2185	State Transportation Improvement Program (PPM)	803,000	-	-	803,000	-	-	100,000	703,000	6/30/2026
61 6084-245	2214	Systemic Safety Analysis Report Program Local (SCARP)	500,000	500,000	-	-	-	-	-	-	06/30/2024
62 74A0814	2221	Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2021-22) (Carryover)	2,124,836	1,546,217	-	578,619	-	338,632	239,987	-	02/29/2024
63 74A0814	2222	Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2022-23)(Carryover)	2,099,814	1,643,407	-	456,407	-	351,469	104,938	-	02/28/2025
64 74A0814	2223	Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2023-24)	2,030,000	-	-	2,030,000	-	2,030,000	-	-	06/30/2027
65 19-REAP-13915	2310	California Housing Community (HCD) Regional Early Action Planning (REAP)	27,416,861	24,708,479	-	2,708,382	-	1,039,830	100,000	1,568,552	12/31/2024
66 TBD	RP20	Regional Early Action Plan (REAP) 2.0	102,842,103	-	-	102,842,103	-	1,676,070	63,175,598	37,990,436	06/30/2026
67 G16-LDPL-04	2404	Affordable Mobility Pilot Program (CARB)	3,015,000	1,557,250	-	1,457,750	-	-	-	1,457,750	03/31/2025
68 WC-2106CR	2408	State of California, Wildlife Conservation Board (Proposition 68)	640,000	353,155	-	286,845	-	-	286,845	-	06/30/2024
69 3021-902	2412	California Strategic Growth Council	250,000	-	-	250,000	-	-	250,000	-	03/30/2024
70 2% Bridge Toll Revenue	2432	2% Bridge Toll Revenue	682,762	161,821	-	520,942	-	268,966	46,290	205,685	06/30/2028
71 5% Bridge Toll Revenue	2433	5% Bridge Toll Revenue	860,446	232,520	-	627,926	-	124,769	503,157	-	06/30/2028

	Fund Source No.	Project Description	Grant Award	Life-to-Date (LTD) Expenditures thru 06/30/2023	Consultant Encumbrance as of 06/30/2023	FY 2023-24 Projected Grant Balance	FY 2023-24 New Grants	FY 2023-24 Staff Budget	FY 2023-24 Consultant Budget	Remaining Balance	Expiration Dates
72 3021-902	2435	State Transit Assistance (STA) - 5% Transit Transfer	250,000	-	-	250,000	-	-	178,710	71,290	06/30/2025
73 3021-902	2436	State Transit Assistance (STA) - 2% Transit Transfer	250,000	-	-	250,000	-	-	16,688	233,312	06/30/2025
74 LCTOP	2607	Low Carbon Transit Operations Program (LCTOP) (FY 2019-20)	4,759,808	4,572,511	-	187,297	-	-	187,297	-	06/30/2024
75 LCTOP	2608	Low Carbon Transit Operations Program (LCTOP) (FY 2020-21)	4,720,738	478,946	-	4,241,792	-	-	777,243	3,464,549	06/30/2025
76 LCTOP	2609	Low Carbon Transit Operations Program (LCTOP) (FY 2021-22)	2,657,562	241,538	-	2,416,024	-	-	2,416,024	-	06/30/2026
77 LCTOP	2610	Low Carbon Transit Operations Program (LCTOP) (FY 2022-23)	6,220,716	4,825,223	-	1,395,493	-	-	1,292,797	102,696	06/30/2027
78 14-003	2800	Coastal Conservancy	2,043,984	1,169,701	-	874,283	-	13,852	333,879	526,552	12/31/2041
79 19-086	2809	Coastal Conservancy	890,000	46,360	-	843,640	-	24,934	818,707	-	02/28/2024
80 19-134	2811	Coastal Conservancy	2,196,500	103,042	-	2,093,458	-	55,408	2,038,049	-	01/31/2024
81 19-147	2812	Coastal Conservancy	900,000	163,446	-	736,554	-	-	736,554	-	01/31/2024
82 STA Exchange Fund	TBD	STA Revenue Based Plan Exchange (American Rescue Plan Exchange)	4,580,000	-	-	4,580,000	-	-	4,580,000	-	06/30/2024
83 Allocation # TBD	XXXX	State Transit Assistance (STA) FY 2023-24	2,514,238	-	-	2,514,238	-	1,639,238	875,000	-	06/30/2024
84 Allocation # TBD	Various	State Transit Assistance (STA) Means Based Transit Fare - Population-Based Regional Program	7,804,960	-	-	7,804,960	-	-	7,804,960	-	06/30/2024
85 Allocation #22002049	3376	State Transit Assistance (STA) FY 2022-23	630,369	339,881	-	290,488	-	-	290,488	-	06/30/2024
86 5% Bridge Toll Revenue	3782	5% Bridge Toll Revenue	175,000	-	-	175,000	-	-	175,000	-	06/30/2024
87 2% Bridge Toll Revenue	3787	2% Bridge Toll Revenue	549,996	99,996	-	450,000	-	-	450,000	-	06/30/2026
Total Local Grants and Funding			\$ 185,934,694	\$ 42,776,852	\$ -	\$ 143,157,842	\$ -	\$ 8,494,087	\$ 88,328,212	\$ 46,335,544	
Local Grants and Funding											
88 Funding Agreement	3144	Bay Area Air Quality Management District (BAAQMD)	\$ 2,621,005	\$ 2,181,465	\$ -	\$ 439,540	\$ -	\$ 264,207	\$ 175,333	\$ -	06/30/2024
89 Funding Agreement	2407	Bay Area Air Quality Management District (BAAQMD)	761,772	487,312	-	274,460	-	274,461	-	-	06/30/2024
90 Allocation # TBD	TBD	Exchange Fund	21,196,000	-	-	21,196,000	-	-	21,196,000	-	N/A
91 Allocation # TBD	3903	Exchange Fund	589,000	-	-	589,000	-	-	589,000	-	N/A
92 Allocation # TBD	3904	Exchange Fund	621,000	230,554	-	390,446	-	-	547,844	-	N/A
93 Allocation No. 17398904	3905	Exchange Fund	3,900,000	2,884,307	-	1,015,693	-	-	645,289	370,404	N/A
94 Allocation No. 19398913	3907	Exchange Fund	1,046,000	171,745	-	874,255	-	-	765,702	108,553	N/A
95 Allocation No. 18398905	3908	Exchange Fund	1,100,000	430,000	-	670,000	-	-	260,000	410,000	N/A
96 Allocation No. 19398916	3910	Exchange Fund	6,949,000	3,026,818	-	3,922,182	-	-	3,500,000	422,182	N/A
97 Allocation No. 17398903	3911	Exchange Fund	10,000,000	8,000,000	-	2,000,000	-	-	2,000,000	-	N/A
98 Pavement Management	4903	Pavement Management Program (PMP)	2,000,000	-	-	2,000,000	-	-	2,000,000	-	N/A
99 High Occupancy Vehicle (HOV)	3902	High Occupancy Vehicle (HOV)	450,000	-	-	450,000	-	450,000	-	-	N/A
100 Pavement Management Technical Assistance Program	3876	Pavement Management Technical Assistance Program (PTAP)	900,000	356,100	-	543,900	-	-	543,900	-	N/A
101 SFMTA Local Funding	TBD	SFMTA Local Funding	700,000	-	-	700,000	-	-	700,000	-	N/A
102 Cities/Local Funds	CITY	Cities/Local Funds	851,925	-	-	851,925	-	-	206,585	645,340	N/A
Total Local Grants and Funding			\$ 53,685,702	\$ 17,768,300	\$ -	\$ 35,917,402	\$ -	\$ 988,667	\$ 33,129,653	\$ 1,956,479	
Total All Grants and Funding			\$ 686,904,506	\$ 252,871,133	\$ 51,260,874	\$ 382,918,544	\$ -	\$ 37,485,654	\$ 249,491,719	\$ 96,098,569	
*New Federal Grants											
TBD	XXXX	Surface Transportation Block Grant (STBG)	\$ -	\$ -	\$ -	\$ -	\$ 29,140,000	\$ -	\$ 29,140,000	\$ -	N/A
TBD	XXXX	Congestion Mitigation and Air Quality (CMAQ) - New	-	-	-	-	5,383,113	83,113	5,300,000	-	N/A
Total New Federal Grants			\$ -	\$ -	\$ -	\$ -	\$ 34,523,113	\$ 83,113	\$ 34,440,000	\$ -	
*Note: The above Federal grants are programmed in the long range transportation plan for the MTC and we will be applying for them in FY 2023-24											

Work Element	Description/Purpose	FY 2023-24 Amendment No. 1	FY 2023-24 Amendment No. 2	Change \$ Increase/(Decrease)
1112	Implement Public Information Program and Tribal Government Coordination			
	Awards Program / Anniversary Event	\$ 125,000	\$ 125,000	\$ -
	Bike to Wherever/Work Program (sponsorship backfill)	25,000	25,000	-
	Design and Promotion	135,000	135,000	-
	Digital Promotion & Analysis (MTC, Bay Trail et al incl events)	78,000	78,000	-
	On call Video Services	36,750	36,750	-
	On-call Meeting and Engagement Support (agencywide)	150,000	150,000	-
	Photography services for MTC/BATA (agencywide)	140,000	140,000	-
	Return to Transit Employer Surveys	127,000	127,000	-
	Return to Transit Marketing	200,000	200,000	-
	Return to Transit Poll	150,000	150,000	-
	Revenue Measure and PBA2050+ Polling	300,000	300,000	-
	Social Media Consultants (MTC, Bay Trail, et al)	115,000	115,000	-
	Transit Connectivity	22,000	22,000	-
	Transit Month	50,000	50,000	-
	Translations (agencywide)	65,000	65,000	-
	Legal Notices (agencywide)	218,000	218,000	-
	Web Accessibility Training Consultant	100,000	100,000	-
	Youth Programs	25,000	25,000	-
	TOTAL	\$ 2,061,750	\$ 2,061,750	\$ -
1120	Regional Conservation Investment Strategy			
	Regional Conservation Investment Strategy - Technical Support	\$ 372,849	\$ 372,849	\$ -
	TOTAL	\$ 372,849	\$ 372,849	\$ -
1121	Regional Transportation Plan/Sustainable Communities			
	Affordable Housing Needs & Revenue Update	\$ 150,000	\$ 150,000	\$ -
	CALCOG Support	35,000	35,000	-
	CivicSpark Fellow	40,000	40,000	-
	* <i>Climate Adaptation Assistance Bay Conservation and Development Commission (BCDC)</i>	1,718,092	1,718,092	-
	Climate Off-Model Calculators	250,000	250,000	-
	Environmental Impact Report - Legal Support	100,000	100,000	-
	Environmental Impact Report - Technical Support	100,000	100,000	-
	Equity Priority Communities Re-Imagining	199,987	199,987	-
	PBA50+ Website Upgrades/Maintenance	60,000	60,000	-
	PBA50+/Transit50+ CBO Engagement	350,000	350,000	-
	PBA50+/Transit50+ Digital Promotion	250,000	250,000	-
	PBA50+/Transit50+ Public Engagement Rounds 1 & 2	333,822	333,822	-
	Plan Bay Area 2050+ Development	2,349,000	2,349,000	-
	Regional Growth Forecast Update	100,000	100,000	-
	TOTAL	\$ 6,035,901	\$ 6,035,901	\$ -
1122	Analyze Regional Data Using GIS and Planning Models			
	Continuous Travel Behavior Survey	\$ 817,083	\$ 817,083	\$ -
	Bay Area CENSUS Data Portal	100,000	100,000	-
	Bay Area Spatial Information System Development	200,000	200,000	-
	Consultant Carryover	253,340	253,340	-
	Land Use Model Development & Application	175,000	175,000	-
	Regional Transit Passenger Survey	900,000	900,000	-
	Technical Support for Web Based Projects	150,000	150,000	-
	Travel Model 2 Conversion (TM2.2, TM2.3)	128,978	128,978	-
	Travel Model Core Development (ActivitySim)	35,000	35,000	-
	TOTAL	\$ 2,759,401	\$ 2,759,401	\$ -
1125	Active Transportation Planning			
	Active Transportation TA and Active Transportation Plan Implementation	\$ 5,000,000	\$ 5,000,000	\$ -
	Toole Design Carryover	-	-	-
	TOTAL	\$ 5,000,000	\$ 5,000,000	\$ -

Work Element	Description/Purpose	FY 2023-24 Amendment No. 1	FY 2023-24 Amendment No. 2	Change \$ Increase/(Decrease)
1127	Regional Trails			
	* Bay Trail Block Grant #5	\$ 333,879	\$ 333,879	\$ -
	* Bay Trail Block Grant #6	2,856,756	2,856,756	-
	Bay Trail Bikeshare Support	15,153	15,153	-
	Bay Trail Cartographic Services	20,000	20,000	-
	Bay Trail Change Management	25,000	25,000	-
	Bay Area Trails Collaborative (BATC) Coordination	10,000	-	(10,000)
	Bay Trail Ecocounters	16,688	16,688	-
	Bay Trail Engineering & Design	-	-	-
	Bay Trail Culture, Access and Belonging	20,000	20,000	-
	Bay Trail Equity Strategy Phase: Phase II	75,000	75,000	-
	Bay Trail Design and Engineering	-	-	-
	Bay Trail Equity Strategy Phase III	350,000	350,000	-
	Bay Trail Planning & Implementation: Regional Trails Data Strategy	200,000	200,000	-
	Bay Trail Planning & Implementation: Bay Trail Strategic Plan	200,000	200,000	-
	Bay Trail Planning & Implementation: Needs Assessment, Ops & Maintenance Plan	500,000	500,000	-
	Bay Trail Planning & Implementation: Technical Assistance	250,000	250,000	-
	Bay Trail Planning & Implementation: Project Delivery	-	-	-
	Bay Trail Planning & Implementation: Design Guidelines	250,000	250,000	-
	Bay Trail Sea Level Rise Adaptation Study	100,000	-	(100,000)
	Gap Closure Implementation Plan	413,004	413,004	-
	Encumbered Carryover	274,026	274,026	-
	Merchandise, Outreach & Advertising	20,000	20,000	-
	* Priority Conservation Area Grant Program	3,500,000	3,500,000	-
	Quick Build	136,113	-	(136,113)
	Regional Trails GIS maintenance	178,710	200,000	21,290
	SFO Gap Study	160,000	360,000	200,000
	* Water Trail Block Grant #2	462,528	462,528	-
	Quick Build--Street Plans	-	54,823	54,823
	BATC Engagement and Coordination to Advance the Bay Trail	-	200,000	200,000
	Quick Build--Alta Planning & Design	-	100,000	100,000
	Quick Build--Zander Design	-	25,000	25,000
	Quick Build--Placeworks	-	25,000	25,000
	Quick Build-Activewayz	-	25,000	25,000
	TOTAL	\$ 10,366,857	\$ 10,771,857	\$ 405,000
1132	Advocate Legislative Programs			
	Leg. Advocates - Sacramento	\$ 170,000	\$ 170,000	\$ -
	Leg. Advocates - Washington	320,000	320,000	-
	TOTAL	\$ 490,000	\$ 490,000	\$ -
1150	Executive Office			
	Policy and Programs	\$ 200,000	\$ 200,000	\$ -
	Clerk Administrative and Agencywide Projects	350,000	350,000	-
	Climate Resilient Manufacturing, Industrial Lands and Logistics Strategy	-	300,000	300,000
	Strategic Review and Other Agency Initiatives	375,000	375,000	-
	TOTAL	\$ 925,000	\$ 1,225,000	\$ 300,000
1151	Legal Management			
	Legal Services	\$ 700,000	\$ 700,000	\$ -
	Litigation Reserves	1,100,000	1,100,000	-
	TOTAL	\$ 1,800,000	\$ 1,800,000	\$ -
1152	Financial Management			
	Actuarial Service - OPEB	\$ 36,200	\$ 36,200	\$ -
	Bench Audits	84,500	84,500	-
	Caseware technical support	2,500	2,500	-
	Financial audit	309,000	309,000	-
	Indirect Cost Plan	30,000	30,000	-
	Sales tax Services	11,000	11,000	-
	Standard Operating Procedures Manual	65,000	65,000	-
	TOTAL	\$ 538,200	\$ 538,200	\$ -

Work Element	Description/Purpose	FY 2023-24 Amendment No. 1	FY 2023-24 Amendment No. 2	Change \$ Increase/(Decrease)
1153	Facilities and Contract Services			
	ADA Assistance	\$ 100,000	\$ 100,000	\$ -
	Develop/Implement PCard Program	75,000	75,000	-
	Emergency Management (COOP, etc.)	100,000	100,000	-
	Equity Review and Analysis (MTC DBE, SBE, and potential other programs)	150,000	150,000	-
	Ergonomic Review and Assistance	400,000	400,000	-
	Risk Management (Contract, Facilities, Emergency)	150,000	150,000	-
	Training Materials (Procurement, DBE, Title VI, Compliance)	75,000	75,000	-
	TOTAL	\$ 1,050,000	\$ 1,050,000	\$ -
1158	Administration and Human Development			
	Administrative Services Agency Initiatives	\$ 50,000	\$ 50,000	\$ -
	Agencywide Diversity, Equity, and Inclusion (DEI) Training	75,000	75,000	-
	Benefits Operation (Benefits Bridge, Leave Management System,Open Enrollment Activities, etc.)	15,000	15,000	-
	College Intern Program	120,000	120,000	-
	Handbook and Policy Protocols, Procedures, Workflows	82,000	82,000	-
	High School Intern Program	25,000	25,000	-
	Iyai Innovation Challenge	40,000	40,000	-
	Leadership and Coaching	324,000	324,000	-
	Mineta Transportation Institute	110,000	110,000	-
	Operational Review	75,000	75,000	-
	TOTAL	\$ 916,000	\$ 916,000	\$ -
1160	Budgets and Financial Planning and Analysis			
	Budget Software	\$ 150,000	\$ 150,000	\$ -
		\$ 150,000	\$ 150,000	\$ -
1161	Information Technology Services			
	AD Migration Project	\$ 20,000	\$ 20,000	\$ -
	Administrative Assistance	25,000	25,000	-
	Adobe SSO Integration	15,000	15,000	-
	Central Square Support	20,000	20,000	-
	Enterprise App Support - Ongoing	150,000	150,000	-
	Helpdesk Technician	35,000	35,000	-
	Leave Management System	3,000	3,000	-
	Managed Services for Information Security Program Management - CISOShare	180,000	180,000	-
	Network Assistance	50,000	50,000	-
	Project Coordinator- SD	70,000	70,000	-
	Salesforce: Agency CRM Enhancement	100,000	100,000	-
	Salesforce: Marketing Cloud	500,000	500,000	-
	Salesforce: Operations Support, Security & Governance	300,000	300,000	-
	Security Program Consulting and Advisory	30,000	30,000	-
	Technical Assistance Portal Enhancements	25,000	25,000	-
	Web Accessibility 508 On-Going O&M	100,000	100,000	-
	Web Security Project	75,000	75,000	-
	Web/DB Application Development/Integration	50,000	50,000	-
	Website Operations Maintenance and Enhancement	425,000	425,000	-
	TOTAL	\$ 2,173,000	\$ 2,173,000	\$ -
1162	Agency Websites			
	Website Operations Maintenance and Enhancement	\$ 75,000	\$ 75,000	\$ -
	Salesforce program services	22,500	22,500	-
	DATA Security Improvements, Cloud Data Risk	75,000	75,000	-
	Salesforce: Operations Support, Security & Governance	325,000	325,000	-
	TSS App Developer Consultant	200,000	200,000	-
	Security Program Consulting and Advisory	70,000	70,000	-
	TOTAL	\$ 767,500	\$ 767,500	\$ -
1212	Performance Measuring and Monitoring			
	Performance Monitoring and Vital Signs	\$ 225,000	\$ 225,000	\$ -
	TOTAL	\$ 225,000	\$ 225,000	\$ -

Work Element	Description/Purpose	FY 2023-24 Amendment No. 1	FY 2023-24 Amendment No. 2	Change \$ Increase/(Decrease)
1222	Regional Car Pool Program/Van Pool and Commuter Benefits Program			
	Bay Area Carpool Program	\$ 500,000	\$ 500,000	\$ -
	Bay Area Vanpool Program	7,162,541	7,162,541	-
	Commuter Benefits Program (SB 1128) - (OBAG-2) - Carryover	56,000	56,000	-
	Commuter Benefits Program (SB 1128) - New Grant (OBAG-3) - Carryover	5,531,000	5,531,000	-
	Bay Area Vanpool Program Carryover	2,926,589	2,926,589	-
	NTD Compliance Audit	18,000	18,000	-
	Vanpool Audits	30,000	30,000	-
	Bay Area Car Pool Program - Carryover	300,000	300,000	-
	TOTAL	\$ 16,524,130	\$ 16,524,130	\$ -
1223	Support Transportation System Management Program			
	BATA Rehab- Regional Comm Infrastructure - Alternatives Assessment - Carryover	\$ 200,000	\$ 200,000	\$ -
	BATA Rehab- Regional Comm Infrastructure - Alternatives Assessment - New	200,000	200,000	-
	Regional Comm Infrastructure Improvements - Carryover	4,935,511	4,935,511	-
	TMC Programs and Related Infrastructure- Carryover	640,000	640,000	-
	TOTAL	\$ 5,975,511	\$ 5,975,511	\$ -
1224	Implement Regional Traveler Information Services			
	511 Alerting	\$ 75,000	\$ 75,000	\$ -
	511 Innovation Lab	300,000	300,000	-
	511 System Integrator	3,200,000	3,200,000	-
	511 TIC Operations	1,500,000	1,500,000	-
	511 Web Services	1,250,000	1,250,000	-
	Contract Management Services	309,940	309,940	-
	Technical Advisor Services	400,000	400,000	-
	TOTAL	\$ 7,034,940	\$ 7,034,940	\$ -
1233	Transportation Asset Management (TAM) Program			
	AI Data Collection	\$ 2,000,000	\$ 2,000,000	\$ -
	Local Road Safety Plan Assistance	720,000	720,000	-
	PTAP Projects	2,500,000	2,500,000	-
	PTAP Projects Est. Carryover	543,900	543,900	-
	Quality Assurance Program for PTAP	60,000	60,000	-
	Regional Safety Campaign	500,000	500,000	-
	Regional Safety Data System Support & Expansion	-	80,000	80,000
	StreetSaver Development	2,000,000	2,000,000	-
	StreetSaver Training	650,000	937,975	287,975
	Needs Assessment	50,000	50,000	-
	Workshops/peer - exchanges/outreach campaign	2,000,000	1,920,000	(80,000)
	TOTAL	\$ 11,023,900	\$ 11,311,875	\$ 287,975
1234	Arterial and Transit Management			
	* <i>IDEA 2.0</i>	1,000,000	1,000,000	-
	* <i>PASS</i>	990,531	990,531	-
	* <i>IDEA Contra Costa TSP Carryover</i>	1,136,844	1,136,844	-
	Match for STBG	340,777	340,777	-
	2016 On-Call Transportation Engagement & Planning Services - Carryover	137,304	137,304	-
	* <i>AC Transit, Dumbarton Express IDEA Project - Carryover</i>	2,161,030	2,161,030	-
	* <i>Supplemental IDEA Category 2 - Carryover</i>	200,000	200,000	-
	* <i>IDEA Category 1 - Carryover</i>	433,356	433,356	-
	Carryover	206,585	206,585	-
	MultiModal Arterial Operations	2,000,000	2,000,000	-
	TOTAL	\$ 8,606,427	\$ 8,606,427	\$ -
1235	Implement Incident Management Program			
	I-880 ICM North Segment Integration - Carryover	\$ 1,256,000	\$ 1,256,000	\$ -
	I-880 Central Segment PE/Env/Design - Carryover	249,743	249,743	-
	I-880 ICM Central Segment Design - Carryover	184,550	184,550	-
	I-880 ICM Project Construction and System Integration - Carryover	300,000	300,000	-
	I-880 Integrated Corridor Management (ICM) Central Segment construction phase - Carryover	212,000	212,000	-
	Incident Management	2,000,000	2,000,000	-
	TOTAL	\$ 4,202,293	\$ 4,202,293	\$ -

Work Element	Description/Purpose	FY 2023-24 Amendment No. 1	FY 2023-24 Amendment No. 2	Change \$ Increase/(Decrease)
1237	Freeway Performance Programs - Bay Bridge Forward			
	Commuter Parking Initiative	\$ 2,145,289	\$ 2,145,289	\$ -
	Design Alternatives Assessments/Corridor Studies	1,500,000	1,500,000	-
	Freeway Performance Prelim Eng/Imp. SR-37	1,700,000	1,700,000	-
	I-80 Comprehensive Multimodal Corridor Plan (CMCP)/I-80 Design Alternatives Analysis (DAA)	1,044,950	1,044,950	-
	Occupancy Detection/Verification - Carryover	559,501	559,501	-
	Occupancy Detection/Verification- New	200,000	200,000	-
	RSR Forward Bike/TDM	400,000	400,000	-
	Richmond San Rafael (RSR) Rides	65,702	65,702	-
	Richmond-San Rafael E-Bike Commute Program	300,000	300,000	-
	TOTAL	\$ 7,915,442	\$ 7,915,442	\$ -
1238	Technology-Based Operations & Mobility			
	* <i>Bikeshare Capital Grant Program</i>	\$ 826,000	\$ 826,000	\$ -
	Bikeshare Implementation	655,500	655,500	-
	Connected and Automated Vehicles	1,234,550	1,234,550	-
	Napa Valley Forward TDM	260,000	260,000	-
	Napa Valley Forward Transportation Demand Management (TDM)	420,225	420,225	-
	Regional Data Platform	4,000	4,000	-
	Richmond-San Rafael E-Bike Commute Program	95,816	95,816	-
	Shared Use Mobility	3,955	150,000	146,045
	TOTAL	\$ 3,500,046	\$ 3,646,091	\$ 146,045
1239	Regional Mobility Technology Program			
	Regional ITS Architecture	\$ 2,000,000	\$ 2,000,000	\$ -
	Regional Map	3,570,000	3,570,000	-
	Regional Mapping Data Services Platform	800,000	800,000	-
	Salesforce: Regional Account	1,250,000	1,250,000	-
	Transit Connectivity Gap Analysis with Regional GTFS	250,000	250,000	-
	TOTAL	\$ 7,870,000	\$ 7,870,000	\$ -
1310	Equity, Access and Mobility Planning and Programs			
	* <i>Community-Based Organizations engagement enhancement</i>	\$ 1,500,000	\$ 1,500,000	\$ -
	Coordinated Plan Update	90,463	90,463	-
	FY 2021-22 Carryover	21,048	21,048	-
	* <i>OBAG3 CTA CBTP Planning funds</i>	3,000,000	3,000,000	-
	Participatory Budgeting Advisory Technical Assistance	4,000,000	4,000,000	-
	* <i>TTAP Action 22 - OSR Pilot Grants</i>	1,600,000	1,600,000	-
	TTAP Actions 21-25 Facilitation Assistance	30,000	30,000	-
	TTAP Actions 21-25 Planning Assistance	200,025	200,025	-
	Unspent Grant funds	561,990	561,990	-
	TOTAL	\$ 11,003,526	\$ 11,003,526	\$ -
1311	Means Based Fare Program			
	* <i>Fare Subsidy</i>	\$ 8,187,297	\$ 8,187,297	\$ -
	Fare Program Title VI Analysis Support	600,000	600,000	-
	Studies, Evaluations, and Analyses	1,000,000	1,000,000	-
	Program Admin	1,816,024	1,816,024	-
	TOTAL	\$ 11,603,321	\$ 11,603,321	\$ -
1312	Support Title VI and Environmental Justice			
	Title VI Triennial Report and LAP review assistance	\$ 75,000	\$ 75,000	\$ -
	TOTAL	\$ 75,000	\$ 75,000	\$ -
1314	Means Based Toll Discount			
	Express Lanes START Pilot Study on EL (Carryover)	\$ 105,114	\$ 105,114	\$ -
	I-880 Corridor Performance Evaluation for Toll Discount Pilot	312,012	312,012	-
	TOTAL	\$ 417,126	\$ 417,126	\$ -

Work Element	Description/Purpose	FY 2023-24 Amendment No. 1	FY 2023-24 Amendment No. 2	Change \$ Increase/(Decrease)
1413	Climate Initiatives			
	Bike to Wherever/Work Day Program	\$ 1,225,000	\$ 1,225,000	\$ -
	Spare the Air Youth Program	3,300,000	3,300,000	-
	* <i>Electric Vehicles and Chargers</i>	15,000,000	15,000,000	-
	* <i>Mobility Hubs</i>	2,500,000	2,500,000	-
	Bay Weels Bikeshare E-Bike Expansion	15,940,000	15,940,000	-
	Bikeshare Station Siting, Marketing, and Membership Incentives	600,000	600,000	-
	Parking (planning)	2,000,000	2,000,000	-
	TOTAL	\$ 40,565,000	\$ 40,565,000	\$ -
1514	Regional Assistance Programs and Project Reviews			
	Performance Audits - RFP	\$ 285,000	\$ 285,000	\$ -
	Performance Audits - New	500,000	500,000	-
	TDA/STA Portal	340,000	340,000	-
	STA Regional Program Transit Projects Contingency	-	200,000	200,000
	TOTAL	\$ 1,125,000	\$ 1,325,000	\$ 200,000
1515	State Programming, Monitoring and STIP Development			
	ATP Technical Assistance Program	\$ 300,000	\$ 300,000	\$ -
	Regional Advance Mitigation Program (RAMP) Planning and Coordination	-	100,000	100,000
	TOTAL	\$ 300,000	\$ 400,000	\$ 100,000
1517	Transit Sustainability/Planning			
	Action Plan Projects and Support	\$ 1,500,000	\$ 1,500,000	\$ -
	Action Plan Support	1,650,000	1,650,000	-
	Blue Ribbon Analysis	-	-	-
	Clipper BayPass Program Development and Evaluation	600,000	600,000	-
	Consultant support for Regional Transit Priority Policy and Corridor Assessment	450,000	450,000	-
	HDR Engineering FY 2022-23 Carryover	-	-	-
	Integrated Rail Fare Study	400,000	400,000	-
	Staff Support - Leaves	250,000	250,000	-
	Transit 2050+ (CNP) Technical Assistance	2,000,000	2,000,000	-
	Transit Fiscal Cliff analysis	450,000	450,000	-
	Regional Zero Emission Fleet Strategy	515,638	515,638	-
	Diridon Station Business Case Planning Support	2,000,000	2,000,000	-
	Transformation Action Plan Support	-	-	-
	SRTP Planning	-	-	-
	TOTAL	\$ 9,815,638	\$ 9,815,638	\$ -
1522	San Francisco Municipal Transportation Agency (SFMTA) Muni Modernization Planning Study			
	* <i>San Francisco Municipal Transportation Agency (SFMTA) Muni Modernization Planning Study</i>	\$ 1,200,000	\$ 1,200,000	\$ -
	TOTAL	\$ 1,200,000	\$ 1,200,000	\$ -
1611	Regional Growth Framework Planning and Implementation			
	Carryover Match for Various Projects	\$ 1,281,842	\$ 1,281,842	\$ -
	* <i>CTA Planning & Programming Activities</i>	7,861,000	7,861,000	-
	* <i>CTA Planning & Programming Activities - Augmentation</i>	15,766,000	15,766,000	-
	* <i>Del Norte Station Precise Plan - Carryover</i>	-	-	-
	* <i>General Plan Update - Carryover</i>	1,600,000	1,600,000	-
	* <i>Growth Framework Implementation - PDA Grants</i>	24,344,000	24,344,000	-
	* <i>Growth Framework Implementation - PPA Grants</i>	2,250,000	2,250,000	-
	* <i>Jumpstart Alameda County - carryover</i>	2,000,000	2,000,000	-
	* <i>Lindenville Specific Plan - Carryover</i>	500,000	500,000	-
	* <i>Master Funding Agreement (MFA)-PDA-Decoto Industrial Park Study - Carryover</i>	90,102	90,102	-
	* <i>MFA-PDA-Decoto Industrial Park Study - Carryover</i>	250,000	250,000	-
	* <i>Milpitas Gateway/ PDA Planning - Carryover</i>	500,000	500,000	-
	PCA Revamp	75,000	75,000	-
	* <i>PDA Regional Studies - Carryover</i>	587,000	587,000	-
	Priority Conservation Area (PCA) Revamp	250,000	250,000	-
	* <i>Priority Development Area (PDA) Grant Program - Carryover</i>	1,919,998	1,919,998	-
	* <i>Priority Development Area Grant Program - Carryover (OBAG1)</i>	0	0	-
	Railvolution (renamed to MPact)	15,000	15,000	-

Work Element	Description/Purpose	FY 2023-24 Amendment No. 1	FY 2023-24 Amendment No. 2	Change \$ Increase/(Decrease)
	Transit Oriented Communities (TOC) Policy Implementation	32,390	32,390	-
	Transit Oriented Communities (TOC) Policy Implementation - Carryover	40,000	40,000	-
	* <i>Burlingame Downtown Plan</i>	400,000	400,000	-
	* <i>Marin City PDA Plan</i>	300,000	300,000	-
	* <i>Richmond Hilltop Plan</i>	750,000	750,000	-
	* <i>Rumrill Blvd Specific Plan</i>	250,000	250,000	-
	* <i>Santa Clara Station Area Plan</i>	400,000	400,000	-
	* <i>City of Hayward Micromobility TA</i>	70,000	70,000	-
	* <i>City of San Leandro Infrastructure TA</i>	150,000	150,000	-
	* <i>City of Santa Rosa Finance Analysis TA</i>	150,000	150,000	-
	* <i>Berkeley San Pablo Avenue Specific Plan</i>	775,000	775,000	-
	* <i>City of San Jose Parking TA</i>	125,000	125,000	-
	* <i>City of San Mateo TDM TA</i>	150,000	150,000	-
	* <i>Vehicle Miles Traveled (VMT) Policy Adoption Technical Assistance - Carryover</i>	240,000	240,000	-
	* <i>VMT Policy Adoption - Carryover</i>	240,000	240,000	-
	TOTAL	\$ 63,362,332	\$ 63,362,332	\$ -
1612	Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning			
	TBD	\$ 400,000	\$ 400,000	\$ -
	TOTAL	\$ 400,000	\$ 400,000	\$ -
1615	Connecting Housing and Transportation (REAP funded only)			
	* <i>Housing Technical Assistance</i>	\$5,640,598	\$ 5,640,598	\$ -
	REAP 2 Public Engagement	100,000	100,000	-
	* <i>Housing Preservation Pilot Transfer of REAP 2.0 grant funding to BAHFA</i>	15,000,000	15,000,000	-
	<i>Housing Technical Assistance Transfer of REAP 2.0 to ABAG</i>	8,000,000	8,000,000	-
	* <i>Priority Sites Pilot Transfer of REAP 2.0 grant funding to BAHFA</i>	28,000,000	28,000,000	-
	TOTAL	\$ 56,740,598	\$ 56,740,598	\$ -
1622	Next-Generation Bay Area Freeways Study			
	Next-Generation Bay Area Freeways Study Operational Analysis	\$ 57,382	\$ 57,382	\$ -
	Next-Generation Freeways Implementation Planning	100,000	100,000	-
	Public Engagement and Outreach	17,727	17,727	-
	Public Engagement Carryover	250,000	250,000	-
	TOTAL	\$ 425,109	\$ 425,109	\$ -
1621	Network Management - Planning for Implementation			
	Network Management	\$ -	\$ -	\$ -
	TOTAL	\$ -	\$ -	\$ -
	Total Consultant Contracts	\$ 305,316,798	\$ 306,755,818	\$ 1,439,020
	* <i>Note: Projects italicized and marked with (*) indicate funds that will be implemented by other agencies as part of a funding agreement with MTC</i>			

Capital Projects

Revenue:

Transfer from Operating Reserve

FY 2023-24 Amendment No. 1	FY 2023-24 Amendment No. 2	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
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\$ 5,248,676	\$ 5,248,676	0%	\$ -
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Total Revenue

\$ 5,248,676	\$ 5,248,676	0%	\$ -
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Expenses:

Security Upgrades

Hardware Deployment Pgm

SCCM and MAC Management Project

Veeam Backup Server

Vsphere Enterprise/VMware ESXI/Vcenter - Desktop ; Modelling server replacement

Hardware Support -OOW / Recovery

Hardware Replacement (GIS)

Hardware - Monitors

Enterprise Resource Planning Software Replacement

Committee Packet Automation System

\$ 100,000	\$ 100,000	0%	\$ -
220,000	220,000	0%	-
80,000	80,000	0%	-
15,000	15,000	0%	-
100,000	100,000	0%	-
10,000	10,000	0%	-
16,000	16,000	0%	-
25,000	25,000	0%	-
2,182,676	2,182,676	0%	-
2,500,000	2,500,000	0%	-

Total Expenses

\$ 5,248,676	\$ 5,248,676	0%	\$ -
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Clipper Budget
FY 2023-24 Budget

MTC Resolution No. 4576
Date: 06/28/2023
Attachment E
Revised: 4/24/2024

Clipper 1 Operating:

Revenue:

Regional Measure 2 (RM2)	\$ 3,988,344	\$ 3,988,344	\$ 4,285,844	\$ 297,500
State of Good Repair (SGR)	390,133	390,133	390,133	-
State Transit Assistance (STA)	7,700,000	7,700,000	7,700,000	-
Coronavirus Aid, Relief and Economic Security Act (CARES)	120,000	120,000	120,000	-
Inactive Accounts	5,000,000	5,000,000	5,500,000	500,000
Float Account Interest	500,000	500,000	500,000	-
Transit Operators	14,000,000	14,000,000	15,435,000	1,435,000
Total Revenue	\$ 31,698,477	\$ 31,698,477	\$ 33,930,977	\$ 2,232,500

Expense:

Staff cost	\$ 864,077	\$ 864,077	\$ 864,077	\$ -
General Operations	114,400	114,400	411,900	297,500
Clipper Operations	30,720,000	30,720,000	32,655,000	1,935,000
Total Expense	\$ 31,698,477	\$ 31,698,477	\$ 33,930,977	\$ 2,232,500

Clipper 2 Operating:

Revenue:

Regional Measure 2 (RM2)	\$ 2,308,627	\$ 2,359,799	\$ 2,359,799	\$ -
State of Good Repair (SGR)	4,598,027	4,914,458	4,914,458	-
State Transit Assistance (STA)	-	850,000	850,000	-
Low Carbon Transit Operations (LCTOP)	6,000,000	6,000,000	6,000,000	-
Clipper Cards	2,750,000	2,750,000	2,750,000	-
Inactive Accounts	2,000,000	2,000,000	2,000,000	-
Float Account Interest	600,000	600,000	600,000	-
Transit Operators	14,844,108	14,844,108	14,844,108	-
Total Revenue	\$ 33,100,762	\$ 34,318,364	\$ 34,318,364	\$ -

Expense:

Staff cost	\$ 1,300,362	\$ 1,647,964	\$ 1,647,964	\$ -
General Operations	10,400	10,400	10,400	-
Clipper 2 Operations	31,790,000	32,660,000	32,660,000	-
Total Expense	\$ 33,100,762	\$ 34,318,364	\$ 34,318,364	\$ -

Clipper Budget
FY 2023-24 Budget

MTC Resolution No. 4576
Date: 06/28/2023
Attachment E
Revised: 4/24/2024

Clipper 1 Capital:

	FY 2023-24 Life-To-Date (LTD) Adopted	FY 2023-24 Life-To-Date (LTD) Amendment No. 1	FY 2023-24 Life-To-Date (LTD) Amendment No. 2	Change \$ Increase/(Decrease)
Revenue:				
Congestion Mitigation and Air Quality (CMAQ)	\$ 65,048,448	\$ 65,048,448	\$ 65,048,448	\$ -
Clipper Cards	28,235,653	28,235,652.96	28,235,652.96	-
Low Carbon Transit Operations (LCTOP)	8,400,571	8,400,571.28	8,400,571.28	-
American Recovery and Reinvestment Act (ARRA)	11,167,891	11,167,891.00	11,167,891.00	-
Federal Transit Administration (FTA)	14,125,139	14,125,139.18	14,125,139.18	-
Surface Transportation Block Grant (STBG)	31,790,753	31,790,753.00	31,790,753.00	-
State Transit Assistance (STA)	21,946,540	21,946,540.00	21,946,540.00	-
Proposition 1B	1,115,383	1,115,383.00	1,115,383.00	-
San Francisco Municipal Transportation Agency (SFMTA)	8,005,421	8,005,421.00	8,005,421.00	-
Golden Gate Bridge, Highway & Transportation District (GGBHTD)	2,975,000	2,975,000.00	2,975,000.00	-
Bay Are Rapid Transit (BART)	725,000	725,000.00	725,000.00	-
Exchange Fund	7,573,878	7,573,878.00	7,573,878.00	-
Bay Area Toll Authority (BATA)	26,520,751	26,520,751.00	26,520,751.00	-
Transit Operators	11,779,437	11,779,437.00	11,779,437.00	-
Water Emergency Transportation Authority (WETA)	603,707	603,707.00	603,707.00	-
Sales Tax	890,216	890,216.00	890,216.00	-
Clipper Escheatment	218,251	218,251	218,251	-
Total Revenue	\$ 241,122,039	\$ 241,122,039	\$ 241,122,039	\$ -

Expense:

Staff Costs	\$ 16,594,340	\$ 16,594,340	\$ 16,594,340	\$ -
Equipment	49,726,873	49,726,873	49,726,873	-
Consultants	174,800,826	174,800,826	174,800,826	-
Total Expense	\$ 241,122,039	\$ 241,122,039	\$ 241,122,039	\$ -

Clipper 2 Capital:

	FY 2023-24 Life-To-Date (LTD) Adopted	FY 2023-24 Life-To-Date (LTD) Amendment No. 1	FY 2023-24 Life-To-Date (LTD) Amendment No. 2	Change \$ Increase/(Decrease)
Revenue:				
Surface Transportation Block Grant (STBG)	\$ 9,727,616	\$ 10,627,616	\$ 10,627,616	\$ -
Federal Transit Administration (FTA)	176,438,364	176,438,364	176,438,364	-
Prop 1B/LCTOP	96,857	96,857	96,857	-
Congestion Mitigation and Air Quality (CMAQ)	1,621,068	1,621,068	1,621,068	-
BATA	22,859,802	22,859,802	22,859,802	-
State of Good Repair (SGR)	62,534,017	62,534,017	62,534,017	-
State Transit Assistance (STA)	12,054,992	12,054,992	12,054,992	-
Clipper Cards	12,000,000	12,000,000	12,000,000	-
Low Carbon Transit Operations (LCTOP)	452,961	452,961	452,961	-
Inactive Cards	135,000	135,000	135,000	-
Total Revenue	\$ 297,920,678	\$ 298,820,678	\$ 298,820,678	\$ -
Expense:				
Staff Costs	\$ 20,188,123	\$ 20,188,123	\$ 20,188,123	\$ -
Equipment	11,091,903	11,091,903	11,091,903	-
Consultants	266,640,652	267,540,652	267,540,652	-
Total Expense	\$ 297,920,678	\$ 298,820,678	\$ 298,820,678	\$ -

Bay Area Forward - Project Delivery

	Actuals Life-to-Date (LTD) 02/28/2023	FY 2023-24 Amendment No. 1 Life-To-Date (LTD)	FY 2023-24 Amendment No. 2	FY 2023-24 Amendment No. 2 Life-To-Date (LTD)
Bay Bridge Forward 2016 (2656)				
Revenue:				
Surface Transportation Block Grant (STBG)	\$ 44,453	\$ 1,687,249	\$ -	\$ 1,687,249
Service Authority for Freeways and Expressways (SAFE)	25,000	6,231,144	-	6,231,144
Congestion Mitigation and Air Quality (CMAQ)	41,178	756,813	-	756,813
Exchange	139,099	3,900,000	-	3,900,000
Bay Area Toll Authority (BATA) Rehabilitation	597,327	600,000	-	600,000
Bay Area Toll Authority (BATA) Regional Measure 2	-	18,566,000	-	18,566,000
Total Revenue	\$ 855,557	\$ 31,741,206	\$ -	\$ 31,741,206
Expense:				
Staff Costs	\$ 85,795	\$ 437,611	\$ -	\$ 437,611
Consultants	769,761	31,303,595	-	31,303,595
Total Expense	\$ 855,557	\$ 31,741,206	\$ -	\$ 31,741,206
Bay Bridge Forward 2020 (2657)				
Revenue:				
Surface Transportation Block Grant (STBG)	\$ -	\$ -	\$ 500,000	\$ 500,000
Surface Transportation Block Grant (STBG) - New	435,408	15,199,675	-	15,199,675
Regional Measure 2 (RM2) Capital	-	4,825,455	-	4,825,455
Congestion Mitigation and Air Quality (CMAQ)	-	12,709,362	-	12,709,362
Bay Area Toll Authority (BATA) Local Partnership	-	-	-	-
Bay Area Toll Authority (BATA) Rehabilitation	960,879	2,000,000	-	2,000,000
Alameda County Transportation Commission (ACTC)	737,626	20,757,833	-	20,757,833
Total Revenue	\$ 2,133,914	\$ 55,492,325	\$ 500,000	\$ 55,992,325
Expense:				
Staff Costs	\$ 95,524	\$ 124,675	\$ -	\$ 124,675
Construction Implementation	-	-	-	-
Consultants	2,038,390	55,367,650	500,000	55,867,650
Total Expense	\$ 2,133,914	\$ 55,492,325	\$ 500,000	\$ 55,992,325
Bay Area Forward - Richmond San Rafael Forward (2658)				
Revenue:				
Surface Transportation Block Grant (STBG)	\$ 35,688	\$ 55,812	\$ -	\$ 55,812
Active Transportation Program (Cycle 5)	-	4,302,000	-	4,302,000
Exchange	-	1,146,000	-	1,146,000
Total Revenue	\$ 35,688	\$ 5,503,812	\$ -	\$ 5,503,812
Expense:				
Staff Costs	\$ 35,688	\$ 55,812	\$ -	\$ 55,812
Consultants	-	5,448,000	-	5,448,000
Total Expense	\$ 35,688	\$ 5,503,812	\$ -	\$ 5,503,812
Bay Area Forward - Freeway Performance Initiative I-680 (2659)				
Revenue:				
Surface Transportation Block Grant (STBG)	\$ -	\$ 14,000,000	\$ -	\$ 14,000,000
Total Revenue	\$ -	\$ 14,000,000	\$ -	\$ 14,000,000
Expense:				
Staff Costs	\$ -	\$ -	\$ -	\$ -
Consultants	-	14,000,000	-	14,000,000
Total Expense	\$ -	\$ 14,000,000	\$ -	\$ 14,000,000

Bay Area Forward - Project Delivery	Actuals Life-to-Date (LTD) 02/28/2023	FY 2023-24 Amendment No. 1 Life-To-Date (LTD)	FY 2023-24 Amendment No. 2	FY 2023-24 Amendment No. 2 Life-To-Date (LTD)
Bay Area Forward - Freeway Performance Initiative I-880 (2660)				
Revenue:				
Surface Transportation Block Grant (STBG)	\$ 555,961	\$ 3,725,115	\$ -	\$ 3,725,115
Congestion Mitigation and Air Quality (CMAQ)	-	3,296,800	-	3,296,800
Total Revenue	\$ 555,961	\$ 7,021,915	\$ -	\$ 7,021,915
Expense:				
Staff Costs	\$ 53,719	\$ 61,440	\$ -	\$ 61,440
Consultants	502,242	6,960,475	-	6,960,475
Total Expense	\$ 555,961	\$ 7,021,915	\$ -	\$ 7,021,915
Bay Area Forward - Freeway Performance Initiative US - 101 (2661)				
Revenue:				
Congestion Mitigation and Air Quality (CMAQ)	\$ 40,475	\$ 3,400,000	\$ -	\$ 3,400,000
Surface Transportation Block Grant (STBG)	55,547	2,467,440	-	2,467,440
Total Revenue	\$ 96,022	\$ 5,867,440	\$ -	\$ 5,867,440
Expense:				
Staff Costs	\$ 55,547	\$ 61,440	\$ -	\$ 61,440
Consultants	40,475	5,806,000	-	5,806,000
Total Expense	\$ 96,022	\$ 5,867,440	\$ -	\$ 5,867,440
Bay Area Forward - Dumbarton Forward (2662)				
Revenue:				
Surface Transportation Block Grant (STBG)/(New)	\$ 244,752	\$ 7,350,361	\$ -	\$ 7,350,361
Regional Measure 2 (RM2) Capital	-	4,800,000	-	4,800,000
Total Revenue	\$ 244,752	\$ 12,150,361	\$ -	\$ 7,350,361
Expense:				
Staff Costs	\$ 87,138	\$ 100,361	\$ -	\$ 100,361
Consultants	157,614	12,050,000	-	12,050,000
Total Expense	\$ 244,752	\$ 12,150,361	\$ -	\$ 12,150,361
Bay Area Forward - Napa Forward (2663)				
Revenue:				
Surface Transportation Block Grant (STBG)/(New)	\$ 1,148,294	\$ 20,662,600	\$ -	\$ 20,662,600
Total Revenue	\$ 1,148,294	\$ 20,662,600	\$ -	\$ 20,662,600
Expense:				
Staff Costs	\$ 161,800	\$ 161,800	\$ -	\$ 161,800
Consultants	986,494	20,500,800	-	20,500,800
Total Expense	\$ 1,148,294	\$ 20,662,600	\$ -	\$ 20,662,600
Bay Area Forward - SR 37 Sears Point to Mare Island Improvement Project (2664)				
Revenue:				
Senate Bill (SB) 170 Caltrans	\$ -	\$ 4,000,000	\$ -	\$ 4,000,000
Regional Measure 3	-	6,000,000	-	6,000,000
Total Revenue	\$ -	\$ 10,000,000	\$ -	\$ 10,000,000
Expense:				
Staff Costs	\$ -	\$ -	\$ -	\$ -
Consultants	-	10,000,000	-	10,000,000
Total Expense	\$ -	\$ 10,000,000	\$ -	\$ 10,000,000
Total Revenue Bay Area Forward	\$ 5,070,187	\$ 162,439,659	\$ 500,000	\$ 162,939,659
Total Expense Bay Area Forward	\$ 5,070,187	\$ 162,439,659	\$ 500,000	\$ 162,939,659

Exchange Program - Summary
MTC Resolution 3989
As of April 24, 2024
Attachment G
Resolution 3989
MTC Exchange Program

Revenues	Resolution	Approved	Received to Date	Repayment Pending
Account Interest Carryover - SCL STP Exchange	N/A	\$1,156,052	\$1,156,052	\$0
Account Interest To-Date (7/30/2011 to 12/31/2022) - MTC Exchange	N/A	1,952,703	1,952,703	\$0
SCTA - SON US 101 Steele Lane HOV	3731	1,500,000	1,500,000	\$0
TAM - MRN US 101 HOV Gap Closure	3842	13,253,049	13,253,049	\$0
SFMTA - SFPark Parking Pricing	3963	22,799,802	22,799,802	\$0
CCTA - CC I-80 San Pablo Dam Road I/C	4264	1,100,000	1,100,000	\$0
SCTA - SON US 101 MSN Phase B	4305	12,000,000	12,000,000	\$0
CCTA - I-680 NB HOV/Express Lane	4357	4,000,000	4,000,000	\$0
TAM - MRN US 101 MSN HOV Lane	4468	75,651,097	\$0	\$75,651,097
STA - SOL I-80 Managed Lanes	4469	63,464,510	\$29,534,771	33,929,739
STA - SOL I-80 Managed Lanes	4479	1,845,000	\$0	1,845,000
BAIFA - SOL I-80 Managed Lanes	4480	1,845,000	\$0	1,845,000
Midpen - VTA Highway 17 Wildlife Crossing/Trail	4202	500,000	\$0	500,000
CCJPA - SR84 Ardenwood	4202	100,000	\$0	100,000
MTC Exchange Revenue - Total		\$201,167,213	\$87,296,377	\$113,870,836

Expenditures	Resolution	Grant Programmed	Expended to Date	Grant Balance Life to Date	FY 2023-24 Amendment 1 Approved	FY 2023-24 Amendment 2	FY 2023-24 Revised Budget
Housing Investment Pilots							
Transit Oriented Affordable Housing Development (TOAH)	3940, 4306	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0
BAHFA: Senior Rental Assistance Pilot Program	4578	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0
Affordable Housing Jumpstart Program	4260	\$10,000,000	\$8,000,000	\$2,000,000	\$2,000,000	\$0	\$2,000,000
Bay Area Preservation Pilot	4311	\$10,000,000	\$10,000,000	\$0	\$0	\$0	\$0
Priority Conservation Area (PCA) Grant Program							
PCA Grant Program	4202	\$6,949,000	\$3,026,818	\$3,922,182	\$3,500,000	\$0	\$3,500,000
Priority Production Area (PPA) Grant Program							
PPA Grant Program	4505	\$2,250,000	\$0	\$2,250,000	\$2,250,000	\$0	\$2,250,000
Bike Share Investments							
Bike Share Capital and Outreach - SMART Corridor	3925	\$826,000	\$0	\$826,000	\$826,000	\$0	\$826,000
Bike Share Capital and Outreach - Richmond	3925	\$1,024,000	\$1,024,000	\$0	\$0	\$0	\$0
Bay Wheels Bikeshare E-bike Expansion	4505	\$15,940,000	\$0	\$15,940,000	\$15,940,000	\$0	\$15,940,000
Bikeshare Station Siting, Marketing, and Membership Incentives	4505	\$600,000	\$0	\$600,000	\$600,000	\$0	\$600,000
Other Multimodal Investments							
Stewart's Point Intertribal EV Implementation	3925	\$376,000	\$376,000	\$0	\$0	\$0	\$0
BBF Commuter Parking Initiative	4035	\$3,875,000	\$2,859,307	\$1,015,693	\$645,289	\$0	\$645,289
Fruitvale Quick Build	4035	\$25,000	\$25,000	\$0	\$0	\$0	\$0
IDEA - Concord: Concord Blvd, Clayton Rd & Willow Pass Rd	4202	\$589,000	\$0	\$589,000	\$589,000	\$0	\$589,000
IDEA - Walnut Creek: Various Locations	4202	\$621,000	\$0	\$621,000	\$547,844	\$0	\$547,844
IDEA - Concord Blvd, Clayton Rd & Willow Pass Rd	4202	\$144,000	\$143,538	\$462	\$0	\$0	\$0
Richmond-San Rafael Bridge Bicycle Access	4202	\$500,000	\$484,668	\$15,332	\$0	\$0	\$0
Richmond-San Rafael Bridge Forward	4202	\$1,046,000	\$171,745	\$874,255	\$765,702	\$0	\$765,702
Napa Valley Transportation Demand Strategies	4202	\$1,100,000	\$430,000	\$670,000	\$260,000	\$0	\$260,000
Engagement, Technical Assistance, and Capacity Building for CBTPs and CARE	4505	\$1,500,000	\$0	\$1,500,000	\$1,500,000	\$0	\$1,500,000
Bay Area Vision Zero Data System	4505	\$80,000	\$0	\$80,000	\$0	\$80,000	\$80,000
MTC Exchange Expenditures - Total		\$67,445,000	\$36,541,077	\$30,903,923	\$29,423,835	\$80,000	\$29,503,835

Balances		\$133,722,213	\$50,755,301	\$82,966,912
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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0372 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 3/1/2024 **In control:** Administration Committee
On agenda: 4/10/2024 **Final action:**
Title: MTC Resolution No. 4577, Revised - Fiscal Year 2023-24 Overall Work Program.
Sponsors:
Indexes:
Code sections:

Attachments: [8d 24-0372 Summary Sheet MTC Reso 4577 FY 2023-24 OWP.pdf](#)
[8d 24-0372 MTC Resolution 4577 Revised.pdf](#)
[8d 24-0372 MTC Resolution 4577 Attachment A.pdf](#)
[2i 24-0372 MTC Resolution No 4577 FY 2023-24 OWP.pdf](#)
[2i 24-0372 MTC Resolution No 4577.pdf](#)
[2i 24-0372 Attachment A MTC Resolution No 4577.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4577, Revised - Fiscal Year 2023-24 Overall Work Program.

Presenter:
Oscar Quintanilla Lopez

Recommended Action:
Commission Approval

Attachments: List any attachments.

Metropolitan Transportation Commission
Administration Committee

April 10, 2024

Agenda Item 2i-24-0372

Metropolitan Transportation Commission (MTC) Resolution No. 4577, Revised
Fiscal Year (FY) 2023-24 Overall Work Program (OWP) Amendment No. 2

Subject:

Staff requests that Metropolitan Transportation Commission (MTC) Resolution No. 4577 Revised, be referred to the Commission for approval, authorizing an amendment to the fiscal year (FY) 2023-24 Overall Work Program (OWP). This amendment programs the final allocations of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) transportation planning funds and revises revenue and expense line items.

Background:

The OWP is an annual or biennial statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, an OWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds. Metropolitan Planning Organizations (MPOs) are required to develop an OWP to govern work programs for the expenditure of FHWA, FTA, and State planning funds pursuant to Title 23 Code of Federal Regulations (CFR) 450.308(b). As the federally designated MPO for the nine-county San Francisco Bay Area region, the MTC annually develops and maintains the OWP, which is the principal document governing the budget, allocation, and use of federal and state transportation planning funds.

Financial Impact:

The OWP is subject to periodic adjustments resulting from changes in activities, scope of work, transportation planning tasks and deliverables as well as revisions to revenues and expenses during the fiscal year. The proposed FY 2023-24 OWP Amendment No. 2 includes the following revisions:

- The initial FY 2023-24 FHWA Planning (PL) grant award was \$9,526,211 and the revised amount is \$9,909,141, resulting in an overall \$382,930 increase.
- The initial FY 2023-24 FHWA Planning (PL) Complete Streets grant award was \$269,882 and the revised amount is \$254,081, resulting in an overall (\$15,801) decrease.
- The initial FY 2023-24 FTA 5303 grant award was \$4,734,683 and the revised amount is \$4,963,854, resulting in an overall increase of \$229,171.

- The FY 2023-24 OWP revised apportionment adjustments of FHWA and FTA transportation planning funds are programmed under work elements: 1121 (Regional Transportation Plan/Sustainable Communities Strategy (Plan Bay Area), 1125 (Active Transportation Planning), 1517 (Transit Sustainability Planning), and 1622 (Next-Generation Bay Area Freeways Study) for related consultant and staff costs.
- Adjustments for revenue and expense line items of transportation projects and activities of regional significance which are funded by federal, state, and local sources.

Commission approval is the first step in authorizing the amendment to the FY 2023-24 OWP. Following approval by the Commission, Caltrans, the FHWA, and the FTA will review and approve the OWP.

An electronic version of the FY 2023-24 OWP Amendment 2 can be reviewed at the following link: <https://mtc.ca.gov/about-mtc/administrative-requirements/overall-work-program-owp>

Issues:

None identified.

Recommendations:

Staff recommends that the Committee refer the Metropolitan Transportation Commission (MTC) Resolution No. 4577, Revised – Fiscal Year (FY) 2023-24 Overall Work Program (OWP) Amendment No. 2 to the Commission for approval.

Attachments:

- Attachment A: MTC Resolution No. 4577, Revised FY 2023-24 Overall Work Program (OWP) Amendment No. 2

Andrew B. Fremier

Date: April 26, 2023
W.I.: 1121
Referred by: Administration Committee
Revised: 11/15/2023-C
04/24/2024-C

ABSTRACT

Resolution No. 4577, Revised

This resolution approves the Metropolitan Transportation Commission's FY 2023-24 Overall Work Program (OWP) for transportation planning activities in the nine-county San Francisco Bay Area, authorizes the Metropolitan Transportation Commission (MTC) to monitor, direct and update the OWP for FY 2023-24, and authorizes MTC's Executive Director or designee to apply for grants and execute agreements to secure federal and state funds for transportation planning activities, execute and file certifications and assurances as requested by the California Department of Transportation (DOT) and to make administrative changes to grant applications.

Amendment No. 1 to the FY 2023-24 OWP reconciles unexpended Consolidated Planning Grant (CPG) carryover as of June 30, 2023, includes a reduction of Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities formula funding, as well as revisions to revenue and expense line items.

Amendment No. 2 to the FY 2023-24 OWP includes apportionment adjustments of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) transportation planning funds. The FY 2023-24 FHWA Planning (PL) grant award is revised from \$9,526,211 to \$9,909,141, resulting in an overall \$382,930 increase. The FY 2023-24 FHWA Planning (PL) Complete Streets grant award is revised from \$269,882 to \$254,081, resulting in an overall (\$15,801) decrease. The FY 2023-24 FTA 5303 grant award is revised from \$4,734,683 to \$4,963,854, resulting in an overall increase of \$229,171.

The FY 2023-24 revised apportionment adjustments of FHWA and FTA transportation planning funds are programmed under work elements 1121 (Regional Transportation Plan/Sustainable Communities Strategy (Plan Bay Area), 1125 (Active Transportation Planning), 1517 (Transit Sustainability Planning), and 1622 (Next-Generation Bay Area Freeways Study) for related consultant and staff costs. Amendment No. 2 also includes revisions to revenue and expense line items related to other federal, state, and local funds.

Further discussion of the OWP is contained in the MTC Administration Committee Summary Sheets dated April 12, 2023, November 8, 2023 and April 10, 2024.

Date: April 26, 2023
W.I.: 1121
Referred by: Administration Committee

Re: FY 2023-24 Overall Work Program (OWP) Planning Process Self-Certification, Authorization for the Metropolitan Transportation Commission to monitor the OWP and take related actions, and Authorization to the Executive Director for Execution of Agreements for Federal and State Planning Grants, Execution of Amendments to Grant Applications and Filing of Certifications and Assurances.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4577

WHEREAS, the MTC is the federally designated Metropolitan Planning Organization (MPO) for the Bay Area and maintains a continuing, comprehensive, and cooperative metropolitan transportation planning and programming process required to preserve the region's eligibility for federal and state funds for transportation planning, capital improvements, and operations; and

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

WHEREAS, the MTC has articulated goals and objectives for the region's transportation system through its current Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) entitled Plan Bay Area 2050, which was adopted in October 2021; and

WHEREAS, the MTC has developed, in cooperation with the State of California Department of Transportation (Caltrans) and with publicly-owned operators of mass transportation services, a work program for carrying out continuing, comprehensive, and cooperative transportation planning; and

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area for FY 2023-24 has been prepared by the MTC, the Association of Bay Area Governments (ABAG), the California Department of Transportation (Caltrans), the Federal

Highway Administration (FHWA), the Federal Transit Administration (FTA), and public transportation operators; and

WHEREAS, the OWP for Fiscal Year 2023-24 includes Caltrans' Overall Work Program for the fiscal year to achieve the goals and objectives in MTC's Regional Transportation Plan (RTP); and

WHEREAS, MTC's Administration Committee has reviewed and referred approval of the OWP for FY 2023-24; and

WHEREAS, 23 Code of Federal Regulations (CFR) 450.308 requires that the designated MPO shall document metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 in a unified planning work program; and

WHEREAS, the MTC desires to apply for and execute one or more agreements with the California Department of Transportation (DOT) for a grant(s) to aid in the financing of the MTC's Overall Work Program for fiscal year 2023-24; now, therefore, be it

RESOLVED, that the MTC does hereby adopt the FY 2023-24 OWP, which authorizes the programming for approximately \$22 million in transportation planning funds and, attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that the MTC's shall monitor, direct, and update the OWP as necessary during Fiscal Year 2023-24 and shall incorporate any amendments into appropriate supplements to the OWP; and be it further

RESOLVED, that the Executive Director or designee is authorized to apply for and execute any agreements with the DOT for grants to aid in the financing of the MTC's Overall Work Program included in Attachment A to this Resolution; and be it further

RESOLVED, that the Executive Director or designee is authorized to execute and file with such application certifications, assurances or other documentation requested by the DOT of the MTC's compliance with applicable federal and state statutory and regulatory requirements; and be it further

RESOLVED, that the Executive Director or designee is authorized to make administrative changes to the grant application(s) for the Overall Work Program included as Attachment A so long as such changes do not affect the total amount of the grant or scope of work.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

Date: April 26, 2023
W.I.: 1121
Referred by: Administration Committee
Revised: 11/15/2023-C
04/24/2024-C

Attachment A
Resolution No. 4577
Page 1 of 1

Attachment A is the Fiscal Year 2023-24 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC library.

Date: April 26, 2023
W.I.: 1121
Referred by: Administration Committee
Revised: 11/15/2023-C
04/24/2024-C

Attachment B
Resolution No. 4577
Page 1 of 1

In accordance with 23 CFR part 450, the California Department of Transportation and the Metropolitan Transportation Commission (MTC), the designated Metropolitan Planning Organization for the San Francisco Bay Area urbanized area(s), hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 U.S.C. 134, 49 U.S.C. 5303, and subpart C of 23 CFR part 450;
- 2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, origin in employment or business opportunity;
- 5) Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Date: April 26, 2023
W.I.: 1121
Referred by: Administration Committee
Revised: 11/15/2023-C
04/24/2024-C

Attachment C
Resolution No. 4577
Page 1 of 1

Attachment C includes all amendments and supplements to the Fiscal Year 2023-24 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC offices.

Amendment No. 1 to the FY 2023-24 OWP reconciles unexpended Consolidated Planning Grant (CPG) carryover as of June 30, 2023, includes a reduction of Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities formula funding, as well as revisions to revenue and expense line items.

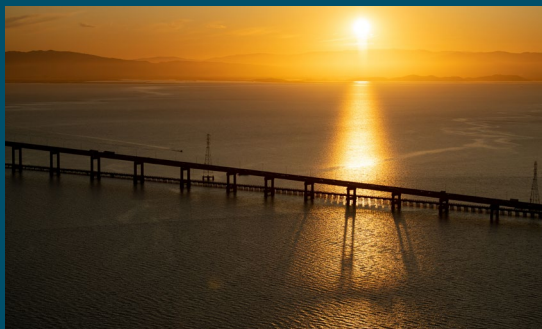
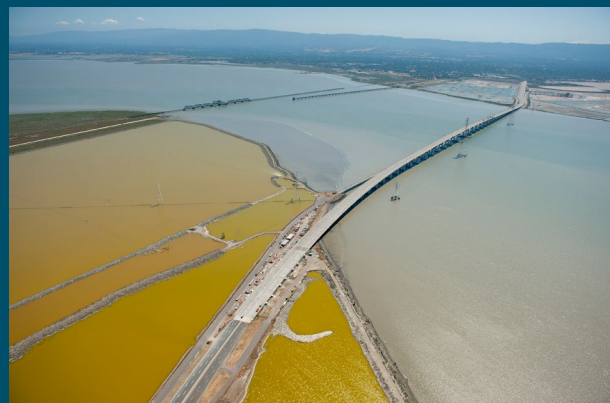
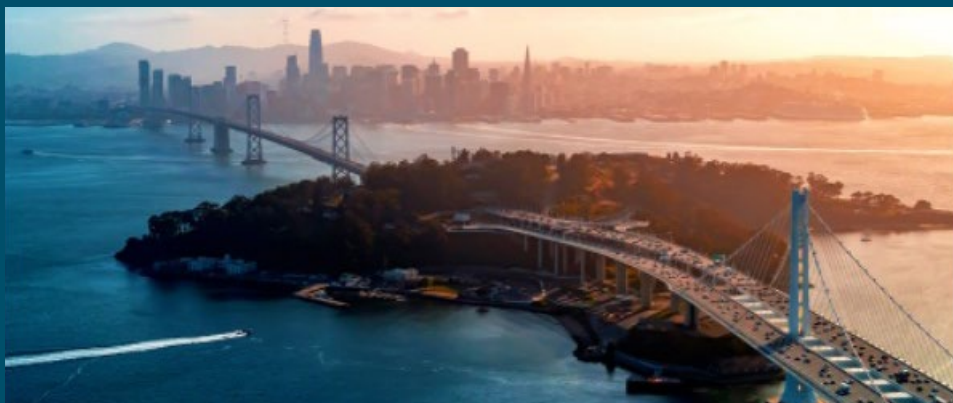
Amendment No. 2 to the FY 2023-24 OWP is revised to include apportionment adjustments of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) transportation planning funds. The initial FY 2023-24 FHWA Planning (PL) grant award was \$9,526,211 and the revised amount is \$9,909,141, resulting in an overall \$382,930 increase. The initial FY 2023-24 FHWA Planning (PL) Complete Streets grant award was \$269,882 and the revised amount is \$254,081, resulting in an overall (\$15,801) decrease. The initial FY 2023-24 FTA 5303 grant award was \$4,734,683 and the revised amount is \$4,963,854, resulting in an overall increase of \$229,171.

The FY 2023-24 revised apportionment adjustments of FHWA and FTA transportation planning funds are programmed under work elements 1121 (Regional Transportation Plan/Sustainable Communities Strategy (Plan Bay Area), 1125 (Active Transportation Planning), 1517 (Transit Sustainability Planning), and 1622 (Next-Generation Bay Area Freeways Study) for related consultant and staff costs. Amendment No. 2 also includes revisions to revenue and expense line items related to other federal, state, and local funds.

FY 2023–24 Metropolitan Transportation Commission

Overall Work Program

Includes Transportation Planning Activities for the Nine-County San Francisco Bay Area Region



Amendment No. 2



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION



Federal Transit
Administration

FY 2023–2024

OVERALL WORK PROGRAM

for the

San Francisco Bay Area

Belia Ramos, President
Andrew B. Fremier, Executive Director
Association of Bay Area Governments
Bay Area Metro Center
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San Francisco, CA 94105-2066
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April 2024

The preparation of this document was financed cooperatively by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) of the United States Department of Transportation (U.S. DOT), the California Department of Transportation (Caltrans), and local units of government within the Metropolitan Transportation Commission (MTC) region. The opinions, findings and conclusions expressed in this document are those of the author and are not necessarily those of the U.S. DOT. This report does not constitute a standard, specification or regulation.

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LIST OF ACRONYMS

ABAG	Association of Bay Area Governments
AC Transit	Alameda-Contra Costa Transit District
ADA	Americans with Disabilities Act
ADAP	Airport Development Aid Program
AHSC	Affordable Housing and Sustainable Communities
Alameda CTC	Alameda County Transportation Commission
AMBAG	Association of Monterey Bay Governments
AQ	Air Quality
ARP	American Rescue Plan
AT	Active Transportation
ATP	Active Transportation Program
BAAQMD	Bay Area Air Quality Management District
BAHA	Bay Area Headquarters Authority
BAHFA	Bay Area Housing Finance Authority
BAIFA	Bay Area Infrastructure Financing Authority
BARC	Bay Area Regional Collaborative
BART	San Francisco Bay Area Rapid Transit District
BASIS	Bay Area Spatial Information System
BATA	Bay Area Toll Authority
BCDC	San Francisco Bay Conservation and Development Commission
BIPOC	Black, Indigenous and people of color
BRTRTF	Blue Ribbon Transit Recovery Task Force
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CAP	Clean Air Plan
CARB	California Air Resource Board
CA S&H	California Streets and Highways Code
CARES Act	Coronavirus Aid, Relief, and Economic Security Act
CBA	Connected Bay Area
CBO	Community-based Organization

CBTP	Community Based Transportation Program
CCTV	Closed Circuit Television
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFAC	California Freight Advisory Committee
CFMP	California Freight Mobility Plan
CFPG	California Federal Programming Group
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act
COG	Council of Governments
CPG	Consolidated Planning Grants
CS	Complete Streets
CTA	County Transportation Agency
CTC	California Transportation Commission
DAC	Disadvantaged Community
DBE	Disadvantaged Business Enterprise
DOD	Department of Defense
DOT	Department of Transportation
EIR	Environmental Impact Report (state)
EIS	Environmental Impact Statement (federal)
EJ	Environmental Justice
EL	Express Lanes
EMFAC	EMission FACtor Model
EPA	Environmental Protection Agency
EPC	Equity Priority Communities
EV	Electric vehicle
FAST Act	Fixing America's Surface Transportation Act
FCH	First Community Housing

FHWA	Federal Highway Administration
FLMA	Federal Land Management Agency
FMS	Fund Management System
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FY	Fiscal Year
GHG	Greenhouse Gas
GIS	Geographical Information System
HBP	Highway Bridge Program
HCD	California Department of Housing and Community Development
HESS	Housing Element Site Selection Tool
HOV	High-Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
HSR	High-Speed Rail
HUD	U.S. Department of Housing and Urban Development
IIJA/BIL Act	Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law
LBSRP	Local Bridge Seismic Retrofit Program
LCTOP	Low Carbon Transit Operations Program
LEP	Limited English Proficient
LOS	Level of Service
LTP	Lifeline Transportation Program
MAP-21	Moving Ahead for Progress in the 21st Century
MARAD	Maritime Administration, U.S.
MCA	Mitigation Credit Agreement
MIRE	Model Inventory of Roadway Elements
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
Muni	San Francisco Municipal Transportation Agency
NAAQS	National Ambient Air Quality Standards
NM	Network Management

NVTA	Napa Valley Transportation Authority
OA	Obligation Authority
OBAG	One Bay Area Grant Program
OMB	Office of Management and Budget, U.S.
OWP	Overall Work Program
OWPA	Overall Work Program Agreement
PAC	Project Advisory Committee
PBA	Plan Bay Area
PCA	Priority Conservation Area
PDA	Priority Development Area
PEA	Planning Emphasis Area
PEL	Planning and Environment Linkages
PIP	Productivity Improvement Program
PM2.5	Particulate Matter 2.5
PMP	Pavement Management Program
PPA	Priority Production Area
PPP	Public Participation Plan
P-TAP	Pavement Management Technical Assistance Program
PUC	California Public Utilities Code
RAMP	Regional Advance Mitigation Planning
RAPC	Regional Airport Planning Committee
RCIS	Regional Conservation Investment Strategy
REAP	Regional Early Action Planning
RM 2	Regional Measure 2
RM 3	Regional Measure 3
RTCI	Regional Transit Capital Inventory
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SAFE	Service Authority for Freeways and Expressways
SAFETEA	Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2004
SamTrans	San Mateo County Transit District

SB 1	California Senate Bill 1: The Road Repair and Accountability Act of 2017
SB 375	California Senate Bill 375
SCS	Sustainable Communities Strategy
SCTA	Sonoma County Transportation Authority
SFO	San Francisco International Airport
SFMTA	San Francisco Municipal Transportation Agency
SIP	State Implementation Plan (for air quality)
SOV	Single-Occupancy Vehicle
SP&R	State Planning and Research
S RTP	Short-Range Transit Plan
STA	Solano Transportation Authority or State Transit Assistance
STBG	Surface Transportation Block Grant
STIP	State Transportation Improvement Program
STRAHNET	Strategic Highway Network
TAC	Technical Advisory Committee
TAM	Transportation Authority of Marin
TAP	Transportation Alternatives Program or Transformation Action Plan
TCC	Transportation Cooperative Committee
TCEP	Trade Corridor Enhancement Program
TCP	Transit Capital Priorities
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TIP	Transportation Improvement Program (federal requirement)
TIRCP	Transit and Intercity Rail Capital Program
TM 2	Travel Model 2
TMC	Transportation Management Center
TMS	Transportation Management System
TOC	Transit-Oriented Communities
TOD	Transit-Oriented Development
TOS	Traffic Operations Systems
TPI	Transit Priority Investment

TSMO	Transportation Systems Management and Operation
TSP	Transit Sustainability Project
USC	United States Code
VMT	Vehicle Miles Traveled
VTA	Santa Clara Valley Transportation Authority
WE	Work Element

METROPOLITAN TRANSPORTATION COMMISSION PROSPECTUS

April 2024
FY 2023–2024

I. INTRODUCTION AND PURPOSE

The Overall Work Program (OWP) guides the collaborative metropolitan transportation planning process, which involves the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG) and the California Department of Transportation (Caltrans), as well as more than 150 partner organizations in the nine-county San Francisco Bay Area Region (Region). Specifically, the OWP establishes the transportation planning objectives to be achieved and assigns the institutional responsibility and funding to complete the work for the Region. The OWP structure includes:

Section I - PROSPECTUS: In this section, MTC outlines objectives and institutional arrangements, as well as the schedule to achieve these objectives.

Section II – OVERALL WORK PROGRAM: In this section, Caltrans and MTC describe activities to be undertaken during the year to accomplish the objectives; and

Section III – BUDGET: This section summarizes the regional planning funds available to MTC during FY 2023-24.

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) was signed into law in November 2021 and it requires metropolitan planning organizations (MPOs) to work cooperatively with federal and state agencies, local transportation agencies, local governments, public transit operators, Tribal governments and various stakeholders to develop regional transportation plans and transportation improvement programs for urbanized areas of the state.

The Region produces two periodically-updated major documents that comply with federal requirements: the *Regional Transportation Plan* (RTP) and the *Transportation Improvement Program* (TIP). The Commission adopted the current RTP, known as *Plan Bay Area 2050*, as well as the 2023 TIP, in October 2021 and September 2022, respectively. These documents provide for the development and integrated management and operation of transportation facilities that function as a regional system, as well as the state and national intermodal transportation systems.

MTC maintains a website at mtc.ca.gov that contains final reports for the work referenced in the OWP. The work elements provide additional links for specific work products.

Federal Planning Factors

The OWP works to accomplish the ten federal planning factors that include:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- Enhance travel and tourism.

Each FY 2023-24 OWP work element references the relationship between the upcoming tasks and the federal planning factors. Additionally, the following table displays the relationship between the planning factors and the work elements across the OWP.

Federal Planning Factor	FY 2023-24 OWP Work Elements Supporting Federal Planning Factor
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1413, 1511, 1512, 1517, 1522 1611, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312, 1514</p>
Increase the safety of the transportation system for motorized and non-motorized users	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312, 1514, 1618</p>
Increase the security of the transportation system for motorized and non-motorized users	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1310, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1156, 1312</p>
Increase the accessibility and mobility of people and for freight	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312, 1514, 1618</p>

Federal Planning Factor	FY 2023-24 OWP Work Elements Supporting Federal Planning Factor
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1120, 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312, 1514, 1618</p>
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1310, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312, 1514, 1618</p>
Promote efficient system management and operation	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1120, 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312, 1514</p>
Emphasize the preservation of the existing transportation system	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1412, 1413, 1511, 1512, 1517, 1522, 1611, 1621</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312, 1514, 1618</p>
Improve the resiliency and reliability of the transportation system; reduce or mitigate storm water impacts of surface transportation	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1412, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1312</p>

Federal Planning Factor	FY 2023-24 OWP Work Elements Supporting Federal Planning Factor
Enhance travel and tourism	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1125, 1127, 1128, 1413, 1511, 1512, 1517, 1522, 1611, 1621</p> <p>WEs Funded by Federal/State Grants and Local Sources 1120, 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1156, 1311, 1312, 1514</p>

Planning Emphasis Areas (PEAs)

FHWA and FTA released the Planning Emphasis Areas (PEAs) for 2021. These are areas that are encouraged for incorporation into the FY 2023-24 OWP and should be considered for future development during the regional planning process per 23 CFR 450. The 2021 PEAs are:

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future;
- Equity and Justice⁴⁰ in Transportation Planning;
- Complete Streets;
- Public Involvement;
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD);
- Federal Land Management Agency (FLMA) Coordination;
- Planning and Environment Linkages (PEL); and
- Data in Transportation Planning.

Each FY 2023-24 OWP work element references the relationship between the upcoming tasks and these PEAs. Additionally, the following table displays the relationship between the PEAs and the work elements across the OWP.

Planning Emphasis Areas	FY 2023-24 OWP Work Elements Supporting Planning Emphasis Areas (PEAs)
Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1512, 1517, 1522, 1611, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1120, 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1124, 1131, 1132, 1156, 1311, 1312, 1514, 1618</p>

Planning Emphasis Areas	FY 2023-24 OWP Work Elements Supporting Planning Emphasis Areas (PEAs)
Equity and Justice⁴⁰ in Transportation Planning	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1512, 1517, 1522, 1611, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1120, 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312, 1618</p>
Complete Streets	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1512, 1517, 1522, 1611, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1312, 1514, 1618</p>
Public Involvement	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1512, 1517, 1522, 1611, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1120, 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312, 1618</p>
Strategic Highway Network	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1113, 1121, 1122, 1124, 1128, 1212, 1413, 1512, 1611, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1156</p>
Federal Land Management Agency (FLMA) Coordination	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1127, 1128, 1212, 1413, 1512, 1611, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1120, 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1156</p>

Planning Emphasis Areas	FY 2023-24 OWP Work Elements Supporting Planning Emphasis Areas (PEAs)
Planning and Environment Linkages (PEL)	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1512, 1517, 1611, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1514</p>
Data in Transportation Planning	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1120, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312</p>

II. PLAN BAY AREA 2050 GUIDES REGIONAL PLANNING PRIORITIES

In February 2018, MTC and ABAG initiated a new cycle of long-range planning for the San Francisco Bay Area with the *Horizon* initiative, designed to prioritize resilient and equitable strategies in an increasingly uncertain future. Stress-testing strategies for the region’s future — against a broad range of external forces like telecommuting adoption, economic boom-bust cycles and changing land use preferences — helped create a solid foundation for *Plan Bay Area 2050*, the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) for the nine-county San Francisco Bay Area.

Starting in late 2019, the *Plan Bay Area 2050 Blueprint* phase further enhanced strategies to accelerate equitable outcomes through deep public and stakeholder engagement — both in-person and virtual. As the COVID-19 pandemic impacted the Bay Area throughout 2020, Blueprint strategies were further refined to account for this new reality, even as the pandemic underscored the need to tackle the region’s continued crises related to housing unaffordability, climate change, and more. After the Commission and ABAG Executive Board advanced the Final Blueprint into the environmental phase in early 2021, staff then focused on translating each of the Blueprint’s 35 long-term strategies into more than 80 near-term implementation actions, working in partnership with public, private and non-profit partners to create a comprehensive Implementation Plan for the next five years.

Ultimately, *Plan Bay Area 2050* — adopted by the Commission and ABAG Executive Board in October 2021 — is ready to serve as a resilient and equitable next-generation plan for the San Francisco Bay Area, laying out a pathway toward a better future for all residents through specific strategies, policies and investments related to transportation, housing, the economy and the environment. The final plan was informed by the input from over 23,000 Bay Area residents who submitted over 234,000 comments at over 450 public and stakeholder meetings and events held over the four-year planning process. Most

importantly, more than 60 percent of public engagement activities targeted communities, including residents of [Equity Priority Communities](#) and other underserved groups who have been historically underrepresented in planning processes.

Plan Bay Area 2050 works to ensure that the Bay Area of 2050 is more affordable, connected, diverse, healthy and vibrant for all through its 35 strategies to be implemented at the local, county, regional and state levels over the next three decades. Totalling approximately \$1.4 trillion, the plan's strategies rely on existing and reasonably-anticipated new monies — but fully realizing those revenues will be critical in the decade ahead to fully implement the adopted plan. If implemented, the final plan would significantly reduce housing and transportation costs for a typical household, shift approximately one-fifth of the workforce away from commuting by auto, provide more affordable housing in historically-exclusionary cities and towns, meet the state-mandated greenhouse gas emissions reduction target, and improve intraregional jobs-housing balances, among other beneficial outcomes. Last, but certainly not least, the adopted plan would make greater headway in addressing challenges for households with low incomes and Equity Priority Communities — addressing long-standing disparities in housing, transportation, and more.

Continuing Plan Bay Area 2050 Implementation in FY 2023-24

As noted above, the *Plan Bay Area 2050 Implementation Plan* outlines more than 80 specific implementation actions that MTC and ABAG are slated to advance in partnership with other entities over the next five years. Adoption of *Plan Bay Area 2050* allows MTC and ABAG staff to continue advancing some key initiatives specifically over the next year. High-priority actions for next fiscal year include, but are not limited to:

- Continued policy and planning guidance for local jurisdictions through implementation of the [Transit-Oriented Communities \(TOC\) Policy](#);
- Advancing transit recovery through implementation of the [Blue Ribbon Transit Recovery Task Force](#) priorities, including supporting Regional Network Management, evaluating and furthering pilot efforts on regional fare coordination, and initiation of the Transit 2050+ effort, a Connected Network Plan for the Bay Area;
- Continued deep community engagement and technical analysis of potential pathways through the [Next-Generation Freeways Study](#); and
- Expanding coordination with the Bay Area Air Quality Management District and County Transportation Agencies (CTAs) to accelerate implementation of all climate mitigation strategies, with a focus on funding to support local travel demand management (e.g. mobility hubs and parking policies); support of regional bike share; and electrification of the passenger vehicle and public transit fleets to achieve Plan Bay Area 2050 greenhouse gas reduction targets.
- Initiation of Plan Bay Area 2050+ — the update to Plan Bay Area 2050 — which will focus on updating financial assumptions and the transportation investment strategy with close coordination with the Transit 2050+ effort.

III. MTC ORGANIZATION

This section provides a description of the planning area and the MTC organization structure (including its committees, citizen-based advisory council and task forces) and illustrates the transportation planning

decision-making process. It also includes a description of the four-agency Bay Area Regional Collaborative (BARC).

Planning Area

The Bay Area region encompasses the nine counties that touch San Francisco Bay (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma) and includes 101 municipalities. More than 7.7 million people reside within its 7,000 square miles.

The region MTC serves is unique in that there are seven primary public transit systems, as well as numerous other local transit operators, which together carried nearly 500 million passengers per year prior to the COVID-19 pandemic. The region's varied geography has given rise to a diverse range of public transit modes: antique cable cars and historic streetcars; high-speed and electric-powered ferries; diesel commuter rail and electric-powered rapid transit rail; diesel and natural gas buses; and electric trolley buses. The combined annual operating budget of the transit agencies is over \$2 billion, placing this region among the top transit centers in the nation. In addition, there are numerous specialized services for elderly and disabled travelers (referred to as paratransit service), as well as nearly 20,000 miles of local streets and roads, 1,400 miles of highway, six public ports and three major commercial airports.

Metropolitan Transportation Commission

Created by the state legislature in 1970 (California Government Code § 66500 et seq.), MTC is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. MTC functions as both the regional transportation planning agency, a state designation, and, for federal purposes, as the region's metropolitan planning organization (MPO). The Commission Procedures Manual, which is dated November 25, 1981 and as revised periodically by MTC resolution action, sets forth the agency's bylaws and rules. The Commission Procedures Manual outlines the Commission and commissioners, Commission officers, Commission meetings and the conduct of business, and the Commission committees (see MTC Resolution No. 1058, Revised).

The Commission's work is guided by a 21-member policy board, eighteen of whom are voting members. Oakland and San José each have a seat appointed by the respective city's mayor. Fourteen commissioners are appointed directly by local elected officials (each of the five most populous counties has two representatives appointed by board of supervisors and the mayors of the cities within that county, respectively; the four remaining counties' respective board of supervisors appoint one commissioner each, selected from a list of three nominees furnished by the respective Mayor's Selection Committee to represent both the cities and the board of supervisors of that county). In addition, two members represent regional agencies — the Association of Bay Area Governments (ABAG) and the San Francisco Bay Conservation and Development Commission (BCDC). BCDC's appointee is required to be a resident of San Francisco and approved by the mayor of San Francisco. The ABAG representative may not be from the counties of Alameda or Santa Clara or from the City and County of San Francisco. Finally, three non-voting members have been appointed to represent federal and state transportation agencies and the federal housing department, i.e., the California State Transportation Agency (CalSTA), the U.S. Department of Transportation and the U.S. Department of Housing and Urban Development.

In July 2017, MTC and ABAG staff were consolidated. The staff consolidation was completed pursuant to a contract for services between the ABAG Executive Board and the Metropolitan Transportation

Commission. Now a single staff serves two independent bodies with unique statutory requirements, policy positions, programs, assets and debts.

The commissioners also serve as the policy board for several MTC-affiliated authorities, including the Bay Area Toll Authority (BATA), the Service Authority for Freeways and Expressways (SAFE) and the Bay Area Housing Finance Authority (BAHFA).

MTC Standing Committees

Seven standing committees (comprising seven or more commissioners each) consider a wide range of questions on policies, planning, and programs, and make recommendations to the full Commission. The seven committees are Administration, Bay Area Housing Finance Authority (BAHFA) Oversight, Bay Area Toll Authority (BATA) Oversight, Joint MTC ABAG Legislation, Operations, Planning, and Programming and Allocations. The responsibilities of these seven committees are listed below.

MTC Standing Committee	Responsibilities
Administration Committee	Oversees and approves MTC administrative tasks, including staff oversight, consultant contracts, budgeting and financial policies, reports and audits.
BAHFA Oversight Committee	Oversees the work of the authority that is addressing the Bay Area's chronic housing challenges.
BATA Oversight Committee	Oversees the work of the authority that administers revenue from the region's seven state-owned toll bridges.
Joint MTC ABAG Legislation Committee	Brings together members from MTC and ABAG to oversee both agencies' priorities, policies and positions.
Operations Committee	Oversees many of the programs MTC runs for the public, including MTC's traveler services like 511 and Clipper®, as well as highways and major roads.
Planning Committee	Oversees MTC's planning studies and programs and recommends revisions to Plan Bay Area — the region's long-range transportation plan.
Programming and Allocations Committee	Develops the policies and recommendations about how to spend state and federal funds.

MTC Interagency Committees

MTC works with many partners to manage a transportation system that ranges from sidewalks to regional rail, and that is owned and operated by dozens of government agencies. Strong collaboration creates better transportation systems for the Bay Area. The responsibilities for MTC's various interagency committees are described in the table below:

MTC Interagency Committee	Responsibilities
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Active Transportation Working Group	Working to get more people moving by foot, bike, skateboard, scooter, wheelchair and other forms of active transportation or “micromobility.”
Air Quality Conformity Task Force	Determines whether transportation projects and plans comply with state or federal air quality regulations.
Arterial Operations Committee	Discusses issues related to the major arterial streets and roads that connect us.
Bay Area Regional Collaborative	Addresses issues of regional significance, including climate change and social and economic injustice.
Bay Area Partnership Board	Gathers top executives from the region’s many transportation-related agencies in order to improve safety, mobility and air quality.
Bay Area Vision Zero Working Group	Strives to make the region’s streets safer for everyone, especially pedestrians and bicyclists.
Blue Ribbon Transit Recovery Task Force	Works to guide the future of the Bay Area’s public transportation network as the region recovers from and adjusts to new conditions created by the COVID-19 pandemic.
Clipper® Executive Board	Policy, oversight, direction and authorization of significant business matters for the Clipper® fare payment system.
Fare Integration Task Force	Oversight for the Transit Fare Coordination & Integration Study.
Joint ABAG/MTC Governance Committee	Discusses whether MTC and ABAG should restructure their governing boards.
Joint MTC Planning Committee with the ABAG Administrative Committee	Considers planning activities and works on issues assigned by the Board.
Local Streets and Roads Working Group	A forum for cities to advocate for pavement maintenance funding.
Mega-Region Working Group	A forum in which the Bay Area, the Sacramento Metro Area, and San Joaquín County and its cities join forces to tackle shared transportation challenges and achieve shared goals.
Partnership Technical Advisory Committee	Formed to advise participating agencies’ top executives on a wide range of transportation issues.
Programming and Delivery Working Group	A forum for CTAs and designated Local Agency programming staff to discuss programming and delivery topics and issues.

Regional Equity Working Group	Supports social equity planning and analysis in the development of Plan Bay Area.
Regional Airport Planning Committee	Oversees the development of policies for commercial and general aviation airports.
Transit Finance Working Group	Discusses new funding opportunities and issues that may affect transit agencies' operating costs.
Transportation Response Planning Committee	Prepares for disasters that could affect the Bay Area's transportation infrastructure.

Authorities

MTC Authorities carry out projects to make the Bay Area better — like expanding the network of freeway Express Lanes, operating the Freeway Service Patrol and managing toll revenue to keep the seven state-owned bridges safe. An MTC Authority is created by law to carry out specific duties or projects for residents of the Bay Area. Sometimes these projects have been voted on and approved by the public, and sometimes they are passed into law by the California State Legislature. MTC Authorities will often work together with other agencies. These are called “joint powers authorities” and are partnerships between similar agencies across separate local or state governments.

Authority	Responsibilities
Bay Area Headquarters Authority (BAHA)	Manages and maintains the Bay Area Metro Center building in San Francisco.
Bay Area Housing Finance Authority (BAHFA)	First-of-its-kind regional authority created to address the Bay Area's chronic housing challenges.
Bay Area Infrastructure Financing Authority (BAIFA)	Oversees the financing, planning and operation of MTC Express Lanes and related transportation projects.
Bay Area Toll Authority (BATA)	Manages the toll revenues from the Bay Area's seven state-owned bridges. BATA also manages FasTrak®, the electronic toll payment system.
Service Authority for Freeways and Expressways (SAFE)	Manages the Freeway Service Patrol tow trucks and the emergency roadside call box programs.

Policy Advisory Council

The Policy Advisory Council was created by the Commission in November 2009 to incorporate and supersede several MTC citizen advisory committees. The 27 council members are recruited from diverse backgrounds from all nine Bay Area counties and serve a 4-year term. The mission of the Policy Advisory Council is to advise the Commission on transportation policies in the Bay Area, incorporating diverse perspectives relating to the environment, the economy and equity. The Council advises the Commission and its staff through the appropriate MTC standing committees on matters within MTC's jurisdiction and as assigned by the Commission.

Membership of the Policy Advisory Council is structured around interests related to the economy, the environment and social equity. In the areas of economy and the environment, there are a total of nine members, with four members representing economic interests and four bringing an environmental perspective; the ninth member represents either category. In addition, at least five of the nine are from each of the five most populous Bay Area counties — Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara.

In the area of social equity, nine members (one from each county) represent communities of color and issues affecting low-income communities or environmental justice. Of these, four members represent communities of color, and four members represent environmental justice/low-income communities; the ninth member represents either category.

In addition, nine members (one from each county) represent issues related to transportation for older adults and persons with disabilities. Four members represent older adults, and four members represent people with disabilities; the ninth member represents either category.

The Policy Advisory Council also has appointed two subcommittees. The Equity & Access Subcommittee advises the Metropolitan Transportation Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. The Transit Transformation Action Plan (TAP) Subcommittee grew out of the Policy Advisory Council's Fare Coordination and Integration Subcommittee. The TAP Subcommittee has a broader focus on implementing the Transit Transformation Action Plan — including the elements previously reviewed by the Fare Coordination and Integration Subcommittee.

The Bay Area Partnership Board

The Bay Area Partnership Board is a confederation of the top staff of various transportation agencies in the region (MTC, public transit operators, county congestion management agencies, city and county public works departments, ports, Caltrans, U.S. Department of Transportation) as well as environmental protection agencies. The Partnership works by consensus to improve the overall efficiency and operation of the Bay Area's transportation network, including developing strategies for setting funding priorities for transportation improvements. This institutional framework ensures that widely varying local needs are recognized, but also requires that the partner agencies work with each other to coordinate services where their systems intersect or overlap. The Bay Area Partnership is a forum for communication at many levels: at ad hoc meetings of the committee of the whole and regular meetings of its staff technical committees.

Transit Representation on MTC Commission

In September 2016, MTC updated its Commission Procedures Manual to set forth the process for designating transit representatives for the Commission, as follows:

Effective September 28, 2016, any sitting commissioner who also serves on the board of a public transit agency shall be deemed to be a representative of a provider of public transportation within the meaning of the FAST Act ("Transit Representative"). Subsequent to September 28, 2016, at the beginning of each Commission term, the Chair shall designate, and the Commission shall approve, any sitting commissioner who also serves on the board of a public transit agency as a Transit Representative. Upon a vacancy occurring during a Commission term of a commissioner then serving as a Transit Representative, the Chair shall designate, and the Commission shall approve, one or more

representatives not then currently designated, if any, from the commissioners then currently on the board who are also serving on a board of a transit agency as a Transit Representative.

There are currently 13 transit/rail operators represented on the MTC Commission:

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

IV. OVERVIEW OF PUBLIC PARTICIPATION AND INVOLVEMENT

The Metropolitan Transportation Commission's public involvement process aims to give the public and partners ample opportunities for early and continuing participation in critical transportation projects, plans and decisions, and to provide full public access to key decisions. Engaging the public early and often in the decision-making process is critical to the success of any transportation plan or program, and is required by numerous state and federal laws, as well as by the Commission's own internal procedures.

Federal law requires MTC, when developing the Regional Transportation Plan and the Transportation Improvement Program (TIP), to coordinate transportation plans with expected growth, economic development, environmental protection and other related planning activities within our region. Toward this end, [MTC's Draft 2023 Public Participation Plan for the San Francisco Bay Area](#) lays out a comprehensive vision for informing the public about the myriad of opportunities for getting involved in MTC's work and includes enhancements geared toward better reaching Equity Priority Communities, more comprehensive public information techniques and a refinement of MTC's guiding principles for engagement. The plan also lists key partners that MTC aims to meaningfully engage in its policies, actions and decisions — including Tribal Governments, Federal Land Management Agencies and many others (see Chapter 5 of the PPP).

As required by law, the plan outlines milestones, key decision points and opportunities for engagement during the development of the Transportation Improvement Program and the Regional Transportation Plan as well as the process for consulting with affected local, regional, state and federal agencies and Tribal governments ([see Appendix B of the PPP](#)).

In addition, under state law (SB 375, Steinberg, Statutes of 2008), MTC and the Association of Bay Area Governments must develop a Sustainable Communities Strategy (SCS) to integrate planning for growth and housing with long-range transportation investments, including goals for reducing greenhouse gas emissions for cars and light-duty trucks. SB 375 requires a separate Public Participation Plan for development of the Sustainable Communities Strategy and the regional transportation plan, which is

[included with the Public Participation Plan as Appendix C](#). This plan is embedded in the principles included in MTC's federally-required Public Participation Plan ([Appendix B](#)), along with the requirements outlined in SB 375.

MTC's revised guiding principles for engagement serve as our vision for public participation and are rooted in our mission to advance equity in the Bay Area by investing resources in engagement strategies that lift the voices of those who have been historically left out of the decision-making process. These guiding principles include:

1. **Effective engagement has a clear purpose.** Defining the purpose for engaging the public, understanding the context and identifying the audience of those affected is imperative to ensure meaningful engagement from the standpoint of the agency and the participants.
2. **Effective engagement requires two-way education and relationship building.** Acknowledging the expertise that exists within a given community and boosting engagement with activities that increase mutual education fosters more productive conversations. Ongoing, mutual education improves outcomes and requires cultivating relationships with partners and communities to build trust and achieve consensus.
3. **Effective engagement is not one-size-fits-all.** Efforts must be tailored to each unique project and audience to enhance community engagement while making every effort to increase participation opportunities for those most impacted by past and current decisions.
4. **Clear communication is essential in effective engagement.** Public engagement must be conducted through clear and compelling communications that are appropriate for the intended audience. Leveraging inclusive storytelling builds shared understanding.
5. **Effective engagement demands accountability.** Informing the public of opportunities to participate in the process and clearly demonstrating how community voices have influenced planning and policy decisions builds confidence in the public process.
6. **Engagement requires openness and transparency.** An open and transparent public participation process empowers low-income communities and communities of color to participate in decision-making that affects them (adopted as an environmental justice principle by the Commission in 2006).

V. COORDINATION WITH FEDERAL LAND MANAGEMENT AGENCIES

As previously noted, MTC aims to meaningfully engage the public and all its partners in its projects, plans and programs. Some Federal Land Management Agencies, including the United States Fish and Wildlife Service and the United States Army Corps of Engineers, have been key partners on MTC projects. MTC is committed to cultivating and growing collaborative partnerships with other FLMA's to ensure that this important federal planning emphasis area is incorporated during the regional planning process.

MTC will aim to further build relationships with and engage the following relevant agencies on the regional transportation planning process:

- Bureau of Land Management
- Bureau of Indian Affairs
- Department of Defense
- Fish and Wildlife Service
- Forest Service

- National Park Service

VI. CONSULTATION WITH NATIVE AMERICAN TRIBAL GOVERNMENTS

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

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

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

MTC is committed to consulting with our region's Tribal governments in our major plans and in projects of priority to Tribes. However, MTC encourages the Tribes to request government-to-government consultation at any time and on any project, program, action or decision. MTC commissioners and executive staff will participate in government-to-government consultation with Tribal governments and will conduct consultation and/or engagement activities in locations convenient for the Tribal governments.

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

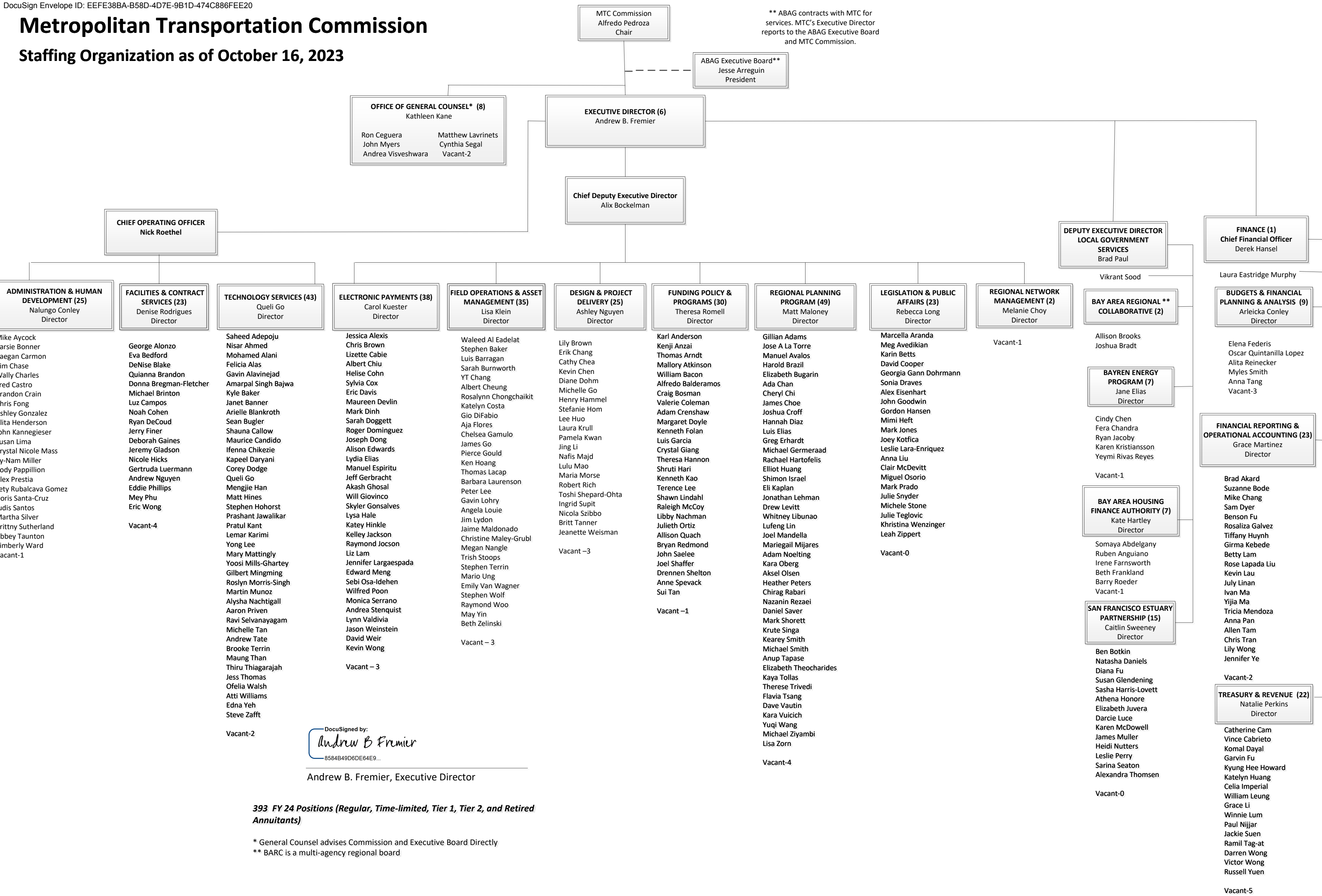
It is important to note that there are many other Tribes with connections to the lands that make up the nine-county San Francisco Bay Area, including Tribes that are not recognized by the federal government. MTC recognizes these Tribes as important stakeholders in the regional planning process who also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

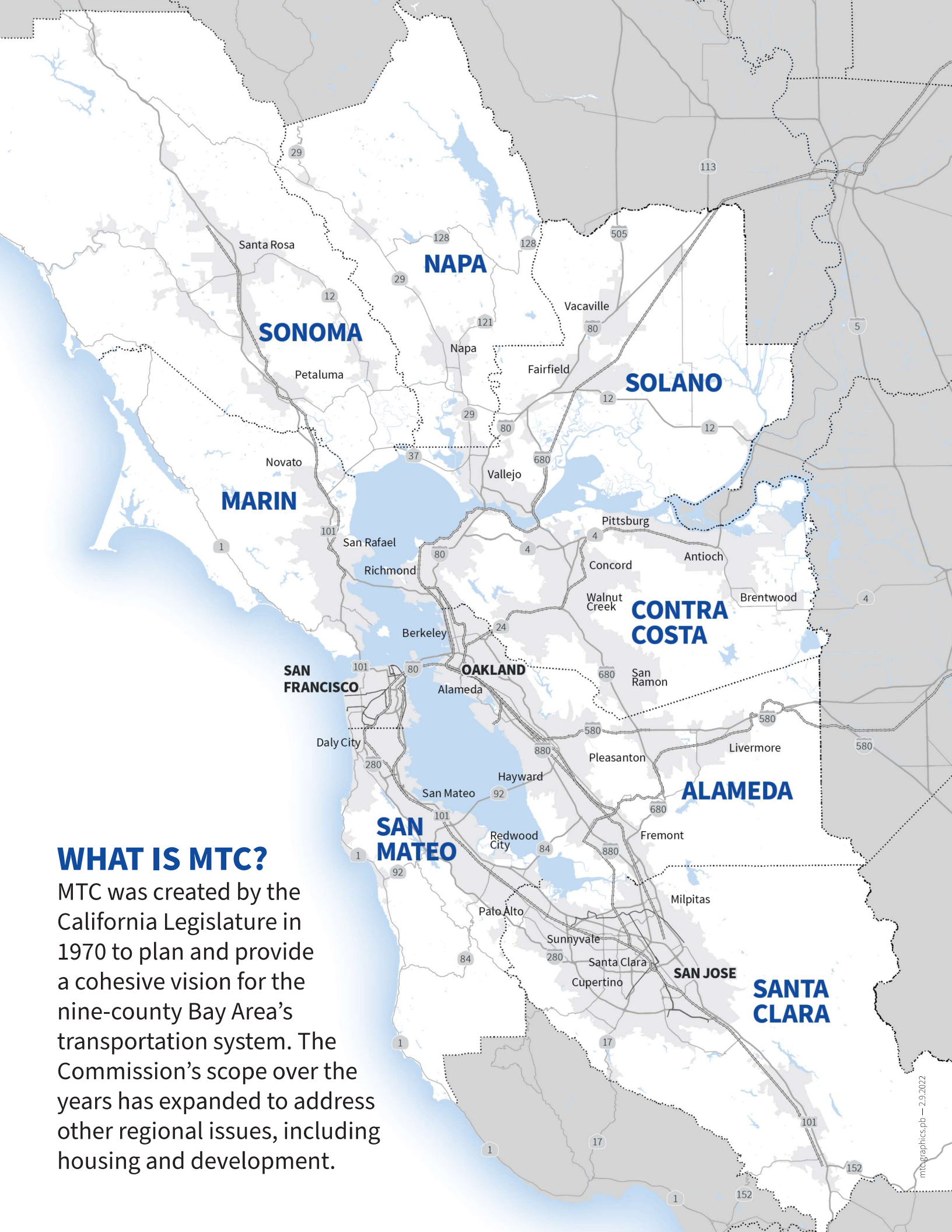
- Amah Mutsun Tribal Band
- Amah Mutsun Tribal Band of Mission San Juan Bautista
- Big Valley Rancheria/Big Valley Band of Pomo Indians
- Cachil Dehe Band of Wintun Indians of the Colusa Indian Community
- Coastanoan Rumsen Carmel Tribe
- Coyote Valley Band of Pomo Indians
- Guidiville Rancheria
- Indian Canyon Mutsun Band of Costanoan
- Lone Band of Miwok Indians
- Kletsel Dehe Band of Wintun Indians
- Mishewal-Wappo Tribe of Alexander Valley

- Muwekma Ohlone Indian Tribe of the SF Bay Area
- North Valley Yokuts Tribe
- Pinoleville Pomo Nation
- Potter Valley Rancheria
- Redwood Valley Rancheria
- Robinson Rancheria of Pomo Indians
- Scotts Valley Band of Pomo Indians
- The Confederated Villages of Lisjan
- The Ohlone Indian Tribe
- Torres Martinez Desert Cahuilla Indians
- United Auburn Indian Community of the Auburn Rancheria
- Wilton Rancheria
- Yocha Dehe Wintun Nation

Metropolitan Transportation Commission

Staffing Organization as of October 16, 2023





WHAT IS MTC?

MTC was created by the California Legislature in 1970 to plan and provide a cohesive vision for the nine-county Bay Area's transportation system. The Commission's scope over the years has expanded to address other regional issues, including housing and development.

OVERALL WORK PROGRAM
CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2023–2024

April 2024

Caltrans Work Elements

Goals and Objectives

The California Department of Transportation (Caltrans/Department) Work Elements support the 2020-2024 Caltrans Strategic Plan mission to provide a safe and reliable transportation network that serves all people and respects the environment and goals of 1) Safety First, 2) Cultivate Excellence, 3) Enhance and Connect the Multimodal Network, 4) Strengthen Stewardship and Drive Efficiency, 5) Lead Climate Action, and 6) Advance Equity and Livability in All Communities.

Caltrans Work Elements promote the Department's objectives in its various transportation plans, including the California Transportation Plan 2050 (CTP 2050), California Freight Mobility Plan (2020), Smart Mobility Framework Guide (2020), Complete Streets and Interregional Transportation Strategic Plan. In addition, Caltrans Work Elements fulfill the Department's responsibility to steward federal transportation planning funds. The Work Elements stress the inclusion of the Tribal governments and under-represented communities of concern in the state and regional transportation planning and programming processes.

Caltrans planning activities support goals established in the regional transportation planning guidelines adopted by the California Transportation Commission (CTC) and the climate change-related legislation closely linking transportation and land use planning. Integration of the two planning processes responds to Assembly Bill 32, Senate Bill 375, and subsequent legislation. Reducing greenhouse gases (GHG) has become one of the key priorities in the transportation planning process. They also improve transportation mobility, address federal air quality criteria pollutants, and ensure that the statewide and regional transportation planning activities address Tribal, local, regional and statewide mobility and economic needs.

Another key legislation guiding state planning is Senate Bill 391, which requires the CTP to identify the integrated multimodal transportation system needed to achieve maximum feasible GHG emissions reductions. Caltrans prepared CTP 2050, signed by the Secretary of the California State Transportation Agency (CalSTA) in February 2021. The CTP presents a long-term vision with a set of supporting goals, policies, and recommendations to help guide transportation-related decisions and investments to meet the state's future mobility needs and reduce greenhouse gas (GHG) emissions.

Moreover, the CTP addresses Equity by implementing statewide strategies that analyze transportation, economic, climate, and racial & social inequities that drastically impact vulnerable and underserved 26 communities. Caltrans acknowledges that historically and contemporary marginalized communities of color experience fewer benefits and a more significant share of negative impacts of our state's transportation system. Some of these disparities reflect a history of transportation decision-making, policy, processes, planning, design, and construction that lack community consensus, place barriers, divide communities, and amplify racial inequities,

particularly among Black/African American and Latino communities. Caltrans recognizes its leadership role and significant responsibility to eliminate barriers to provide more equitable transportation for all Californians.

Former Governor Jerry Brown signed Senate Bill 1 into law in April 2017, also known as the Road Repair and Accountability Act of 2017. This state transportation funding bill will provide roughly \$50 billion in revenues over the next ten years to maintain and integrate the state's multi-modal transportation system. SB 1 allocated \$25 million in additional Caltrans Sustainable Communities Grant fund beginning with the Fiscal Year 2017/18 grant cycle to aid regional and local planning efforts. About half of the funding provided for each fiscal year was distributed to the MPOs on a formula basis. The formula grant funding is aimed at supporting and implementing Regional Transportation Plans (RTP) and Sustainable Communities Strategies (SCS) efforts where appropriate and to help achieve the state's greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.

SB 1 had also allocated \$20 million in climate change adaptation planning grants to local and regional agencies for adaptation planning from FY 2017/18 through the FY 2019/20 funding cycles.

Furthermore, a new Climate Adaptation Planning grant program will allocate \$50 million through a one-time funding cycle in FY 2022-23, which will be available to local, regional, and Tribal governments. The program will support the identification of transportation-related climate vulnerabilities by developing climate adaptation plans and project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure.

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TRANSPORTATION PLANNING

Work Element 6.1 – California Transportation Plan (CTP) – Regional Liaison

Objectives

To assist Caltrans headquarters Division of Transportation Planning (Sacramento) in meeting the goals and intent of Senate Bill (SB) 391 (Liu); and federal requirements for the development of a statewide California Transportation Plan (CTP) every 5 years.

To disseminate the latest information on any state plan update, new guidelines, annual implementation progress report, etc., to the Department's internal functional units and with external partners, including Tribal governments. To provide a liaison role and strengthen connections between the Department's long-range planning efforts and the Metropolitan Transportation Commission's (MTC) regional planning, programming, and project selection processes.

To work with Caltrans programs, divisions, districts, and state partners to track progress on CTP implementation and Climate Action Plan for Transportation Infrastructure (CAPTI) alignment efforts.

Similar to requirements for regional plans under SB 375 (Steinberg, 2008), SB 391 (Liu, 2009) requires the state's long-range transportation plan to meet California's climate change goals under Assembly Bill (AB) 32.

In response to these statutes, Caltrans prepares the California Transportation Plan (CTP) to articulate the state's vision for an integrated, multimodal, and interregional transportation system that complements regional transportation plans and land use visions. The CTP integrates the state's long-range modal plans and Caltrans-sponsored programs to achieve a safe, sustainable, and efficient system to enhance California's economy and livability over a 20-year horizon.

Previous and Ongoing Related Work

Work with HQ staff to continue sharing information on the state's initiatives relating to the update of the California Transportation Plan.

Tasks

Review & comment on Draft Materials.

Participate in Monthly Teleconference updates.

Share the CTP updates with the Metropolitan Transportation Commission and s other stakeholders including the Tribal Governments.

Assist HQ in coordinating HQ/District-MPO meeting (s).

Assist HQ in coordinating any public workshops held in the District in-person or virtually.

Products

CTP Implementation Element

Estimated Completion Date

N/A

Estimated Cost by Funding Source

Estimated Person-Months and Cost

Not funded through the OWP process N/A

Work Element 6.2 – System Planning

Objectives

Continue to serve as the principal mechanism for Caltrans long-range transportation planning at the corridor and system levels.

Serve as Caltrans transportation planning liaisons with regional agencies and County Transportation Agencies (CTAs).

Incorporate and propose long-range solutions to the impacts of projected growth in the Bay Area in System Planning documents.

Analyze the multimodal system to integrate plans to enhance people and freight's interregional and regional movement.

Conduct transportation corridor planning that accomplishes the following: 1). defines how a travel corridor is performing, 2). understand why a travel corridor is performing in its current/historical condition, and 3). recommend system management strategies to address issues and challenges within the context of a collaborative long-range planning vision and advance social equity and the state's climate goals.

Incorporate Complete Streets in System Planning processes and products by addressing transportation needs, safety, and efficient access for all legal users of the system.

Support Sustainable Community Strategies (SCS) by incorporating Smart Mobility Framework principles into the System Planning process and products.

Identify and elevate emerging transportation issues, trends, and opportunities such as Transportation System Management and Operations (TSMO) as well as threats such as the impacts of Climate Change on transportation infrastructure.

Represent the state's interests by ensuring the region-to-region transportation needs are addressed, including the to-and-through movement of people and freight.

Integrate the Interregional Transportation Strategic Plan (ITSP) principles into the analysis and evaluation of all state highway corridors within District 4.

Assist Program Management in coordination and presentation of information on (1) the Interregional Improvement Program (IIP) through a focused analysis of the Interregional Road System (IRRS) corridors traversing District 4, and (2) the Regional Improvement Program (RIP) and corridors defined in coordination with MTC and the CTAs.

Respond to special assignments initiated at the federal, state, regional, or local level, including developing plans, priorities, and projects lists based on new funding and programming opportunities.

Work with the Office of Advance Planning on the development of Project Initiation Documents, which reflects long-term System Planning priorities in the following: Transportation Concept Report (TCRs), Comprehensive Multimodal Corridor Plans (CMCPs), and other districts, local, regional, and statewide planning documents such as the District System Management Plan (DSMP) and Managed Lane System Plan (MLSP).

Integrate state modal plans and District 4 active transportation plans into System Planning processes and products to support multimodal projects.

Help secure project funding from various federal and state programs, including, but not limited to, ITIP and SB 1 competitive programs.

Tasks

Develop and/or update TCRs, CMCPs, and other corridor plans for the state highway corridors in the District.

Lead the development of the MLSP, DSMP, and the accompanying Multi-Objective Non-SHOPP Transportation Equity Report (MONSTER) List.

Participate in and assist in corridor planning efforts led by partner agencies that involve state highway corridors.

Represent Caltrans through regular attendance at monthly regional coordination meetings and CTA Technical Advisory Committee meetings, engage in the planning process, and respond to partner agencies and public requests.

Lead or participate in efforts that better align proposed or planned projects with Caltrans Strategic Goals, CTP 2050 Goals, and the Climate Action Plan for Transportation Infrastructure (CAPTI) Guiding Principles.

Participate in or lead project prioritization and nomination for various federal and state funding programs, including, but not limited to, ITIP and SB 1 competitive program.

Provide assistance in the following process: (1) relinquish existing State Highway System route segments to local agencies; (2) adopt existing local arterials or newly constructed road facilities as route segments into the System.

Relinquishment and route adoption are to be implemented only by mutual agreement between the state and appropriate local agencies; (3) review relinquishment legislation bill proposals and advise whether to remove relinquishment authority in law descriptions for relinquished routes.

Review Caltrans documentation including, but not limited to, Project Initiation Documents, Project Reports, Caltrans Excess Land requests, and other transportation-based documents regarding System Planning issues.

Provide System Planning input on environmental reports relating to local development projects and their impacts on the State Highway System.

Participate in developing HQ's statewide plans and guidance, including but not limited to the ITSP, DSMP Guidelines, and Corridor Planning Emphasis Area Guide documents.

Cooperate with HQ to develop research proposals, studies, policies, and procedures to address changes in transportation demand, system characteristics, and the role of the state in project planning, development, and delivery.

Products

N/A

Estimated Completion Date

N/A

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.3 – Overall Work Program Management

Objectives

To fulfill the state's responsibility in carrying out the review, monitoring, and approval of the Metropolitan Transportation Commission's (MTC) Overall Work Program (OWP)/Overall Work Program Amendment (OWP/OWPA), in concert with Caltrans headquarters Office of Regional and Community Planning.

Description

Regulations and Statutes authorizing regional transportation planning are found primarily in Titles 23 and Title 49 of United States Code (USC) and in Section 65080 et seq., and 29532 et seq., of the California Government Code. Governing regulations are found in the Code of Federal Regulations (CFR) and the California Code of Regulations.

Federal accounting and auditing requirements are Titles 48 and 49 USC and CFR, Office of Management and Budget (OMB), and Federal Transit Administration (FTA) Circulars and guidance. state accounting and auditing requirements are as per the Government Code, the Public Utilities Code, the Public Contracts Code, and the Health and Safety Code.

Previous and Ongoing Related Work

Monitor the development and progress of the OWP/OWPA planning activities and products.

Administer Federal FHWA PL and FTA Section 5303 formulary funds.

Monitor other federal funding awards distributed in the OWP/OWPA activities/projects.

Coordinate with HQ-ORCP and MTC staff regarding the needed changes to improve process and content in the Request for Reimbursement (RFR) and Quarterly Progress Reporting (QPR) submittals.

Continue to consult and coordinate with HQ-ORCP and FHWA/FTA to implement an early consultation process regarding MTC's preparation for next FY's OWP/OWPA.

Continue to communicate and coordinate with MTC, FTA, FHWA, and HQ-ORCP the resolutions to unresolved/recurring issues in previous OWPs.

Continue to communicate and coordinate with MTC, FTA, FHWA, and HQ-ORCP in complying with the resolutions on the recertification process conditions of approval.

Assist Planning Managers in administering FHWA Strategic Partnership grants under Caltrans Sustainable Transportation Planning Grant Program.

Attend workshops/seminars to update and improve processes and best practices for efficient and complete work products.

Tasks

Transmit federal and state guidelines to MTC to develop the annual OWP.

Transmit to MTC the initial allocations estimate (range) for the Consolidated Planning Grant (CPG) for the FHWA PL and the FTA 5303 annual grant as it becomes available from FHWA/FTA and/or ORP.

Transmit to MTC the final allocations for the CPG as it becomes available.

Review the draft OWP to ensure that it meets the needs of and complies with the statewide programs, initiatives and/or policies.

Circulate Draft OWP with a comment transmittal memo to HQ ORP District Liaison and other reviewers.

Collect all Draft OWP comments in a comprehensive letter to MTC.

Ensure the inclusion of all comments in the Final OWP/OWPA.

Develop/update Caltrans District 4 Work Elements for the region's planning activities.

Submit to MTC quarterly reports on Caltrans Work Elements.

Review MTC's quarterly reports for consistency and progress towards completing their deliverables as noted in the OWP and submit them to HQ ORCP District Liaison.

Facilitate the OWP/OWPA Coordination and Development meeting with FHWA, FTA, and Caltrans HQ-ORCP at MTC and ABAG's office building.

Provide recommended OWP/OWPA approval letter, Draft, and Final OWPs to HQ ORCP and FHWA/FTA by their

respective due dates.

Approve and send all additional OWP/OWPA documents, i.e., Amendments, Certifications, Approved Board Resolution, Certification, Assurances, etc., to ORCP HQ Liaison.

Review all RFRs to ensure expenditures are accurate for eligible activities, for delivered products, and completed per work elements in the OWP/OWPA and federal and state requirements.

Review, approve, and submit to HQ ORCP MTC's Year-End Package or Certificate of Expenditures (COE).

Assist Caltrans Work Element Managers in administering discretionary program funds.

Monitor and administer the Caltrans Sustainable Transportation Planning Grants awarded to MTC—Sustainable Communities, the competitive and formulary awards, Strategic Partnerships, and the Adaptation Planning grants.

Products

Estimated Completion Date

Caltrans Work Elements for the OWP/OWPA annual update

February 2023

Progress reports on Caltrans OWP/OWPA activities

Quarterly

Reimbursement of CPG and Discretionary funds

Monthly/Quarterly

Participation at policy level meetings

As Needed

Amendment Approval

Periodic

Close-out packages for Discretionary funded projects

As Needed

Estimated Cost by Funding Source

Estimated Person-Months and Cost

Not funded through the OWP process

N/A

Work Element 6.4 – Local Development Review (LDR)

Objectives

To implement SB 743 requirements, which aims to reduce vehicle miles traveled (VMT) and, subsequently, greenhouse gas emissions via the following:

- Ensure that development-related safety impacts to users of state transportation facilities are identified and mitigated to the maximum extent feasible.
- Achieve Caltrans Strategic Plan targets of increasing non-auto mode transportation shares.
- Advance the California Transportation Plan goals of providing multimodal accessibility for all people.
- Support a vibrant economy and improve public safety.

D4 LDR promotes transportation choices by applying the Caltrans Smart Mobility Framework, the Metropolitan Transportation Commission's Sustainable Communities Strategy, and the Association of Bay Area Government's Priority Development Areas to CEQA reviews. LDR programs achieve these goals by reviewing and commenting on federal, state, and local environmental documents prepared according to the National Environmental Policy Act and the California Environmental Quality Act (CEQA).

Description

LDR is a mandated ongoing collaboration between public and private stakeholders focused on reducing vehicle trips resulting from local development. Accordingly, LDR promotes transit, intercity rail passenger service, walking, and bicycling. LDR experts collaborate with stakeholders to achieve a shared vision of sustainable land use development patterns that accommodate a sufficient housing supply near population and job centers. LDR experts consult with local jurisdictions early, often provide timely and technically accurate information, and share analytical methodologies with stakeholders, including local government decision-makers.

Previous and Ongoing Related Work

LDR experts coordinate the review of environmental and technical documents for local development projects with a diverse array of experts from various disciplines; comments are collected, analyzed, and transmitted to Lead Agencies (LAs) as “CEQA letters” that identify potential impacts to state facilities. LDR experts advocate for mitigation in traffic impact fees, Transportation Demand Management programs, enhancing options for using transit, and bicycling and walking. Local Development/Inter-governmental Review experts liaise with LAs, developers, and consultants whenever possible and review encroachment permits to comply with CEQA and ensure that agreed-upon mitigation measures are implemented.

Tasks

- LDR experts engage with stakeholders, including Caltrans functional units, discipline experts, project proponents, Lead Agencies (LAs), and Congestion Transportation Agencies (CTAs), through strategic partnerships to implement the SB 743 focus on VMT, address potential safety impacts from local development and actively pursue fair share mitigation fees with local partners (*Meeting New Challenges through Teamwork*),
- Through strategic partnerships with stakeholders, including Lead Agencies, consultants, and project proponents, LDR experts collaborate on traffic analysis through early consultation, including support for establishing multimodal and regional impact fees,
- Leverage LDR professional training and expertise to maximize opportunities to enhance bike, Ped, ADA, transit and Transportation Demand Management improvements through CEQA review of environmental documents; this supports Caltrans Strategic Plan targets of increasing active transportation (*Sustainability, Livability & Economy*),

- Pro-actively engage stakeholders, including Caltrans' functional units, Army Corps of Engineers, Department of Fish & Wildlife, and the Bay Conservation Development Commission, in evaluating the environmental consequences of Sea Level Rise to Caltrans facilities and project delivery (*Sustainability, Livability, and Economy*),
- Utilize leadership by representing Caltrans on Technical Advisory Committees; develop strategic partnerships with LAs and CTAs to collaborate on land use and transportation projects affecting Caltrans,
- Collaborate with Environmental Analysis, System Planning, Permits, Project Management, Right of Way, numerous Engineering disciplines and other functional units by providing project history, and previous responses to LAs,
- Utilize leadership by representing Caltrans on Technical Advisory Committees; develop strategic partnerships with LAs and CTAs to collaborate on land use and transportation projects affecting Caltrans,
- Engage with Headquarters and the Office of Planning and Research for training, interpreting, and implementing SB 743-mandated changes to CEQA analysis, and
- Proactively works with Tribal governments to mitigate traffic impacts from proposed Tribal projects (*System Performance*).

Products

- Written comments to LAs on their proposed projects and environmental documents documents.
- Documents on Tribal government-to-government relations

Estimated Completion Date

Ongoing

Ongoing

Estimated cost by funding source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.5 – Caltrans Project Planning

Objective

To provide a safe, sustainable, integrated, and efficient transportation system by enhancing the movement of people, goods, and services.

Description

The principal activity for this work element is the preparation and delivery of Project Initiation Documents (PIDs) in an appropriate form, including Project Initiation Report (PIR) as well as Project Study Report – Project Development Support (PSR-PDS). PIDs study the proposed projects, including the following tasks:

- Identify the deficiencies of existing facilities
- Define project purpose and needs
- Determine project scopes to address the purpose and need
- Develop and evaluate different alternatives, including preliminary traffic operation assessment, environmental studies, traffic safety review, and constructability and maintenance review
- Propose tentative project development schedules and estimate support and capital costs for programming purposes.
- Assess potential project development risks that will impact the project deliveries.
- Ensure that transportation projects are feasible, constructible, and viable.

Previous and Ongoing Related Work

Implement guidance and requirements of SB 45 and AB 1477.

Work in partnership with appropriate regional and local agencies (including Tribal Governments) on designated projects needed on the state or regional transportation systems.

Prepare or oversee the development of PIDs for proposed projects that are in the following: current Regional Transportation Plan (RTP), Countywide Plans, or other transportation planning documents and are candidates for the State Transportation Improvement Program (STIP), voter-approved tax measure for transportation improvement funding, and other funding sources/programs.

Implement the updated guidance to streamline the PID process of local funded projects on state facilities.

Implement the updated PID guidance to streamline the process of State Highway Operations and Protection Program (SHOPP) projects.

Implement Deputy Directives such as DD-064-R2 for Complete Streets.

Prepare PIDs for projects currently listed in the 10-Year SHOPP Plan.

Tasks

Implement procedures established in MOU between Caltrans and MTC covering PSR-PDS.

Provide expertise to local agencies on the initiation of transportation projects.

Provide coordination between engineering, highway operation, environmental, and right of way functions in the development of PIDs.

Provide analysis of alternatives to eliminate fatal flaws.

Include value analysis reviews whenever appropriate.

Coordinate the formation of project development teams to ensure stakeholder input into project initiation and preprogramming phases.

Coordinate with Bay Area Toll Authority (BATA) on prioritized toll bridge rehabilitation projects. Implement Complete Streets Decision Document and Vehicle Mile Traveled Decision Document processes when appropriate.

Products

New projects and special studies are subject to priorities and resources provided for those specific purposes

Estimated Completion

Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.6 – Native American Liaison

Objectives

Establish clear lines of communication with the six federally recognized tribes in District 4.
Be cognizant of the issues relating to Tribal Governments, non-federally recognized Tribes, and Native American organizations, groups, and individuals.
Establish clear roles and responsibilities within Caltrans District 4 and coordinate with the District's Native American Coordinators.
Partner/formulate with MTC on best practices for Tribal Government inclusion into the region's transportation planning process.
Coordinate, consult with, and involve Tribal Governments.
Share with the Tribes funding and training opportunities and federal and state initiatives.
Respond promptly to requests from Tribes and coordinate with appropriate internal functional units in the response.
Engage in early involvement with Tribal Governments in the transportation planning process.

Description

Federal directives such as Executive Order 13175 of November 6, 2000, Executive Order Number 12898 of February 11, 1994, and the State of California Executive Order W-26-92 of April 8, 1992, Assembly Concurrent Resolution 185, Battin (September 2000), Caltrans Director Policy 19 (August 2001), Executive Order N-15-19 (September 2020), and AB 923 (September 2022) provide the foundation for working with the California Tribes and communities.
Provide liaison staff to implement the following: implement state and federal laws and directives that are sensitive to the Native American interests, encourage active participation by Tribal Governments, non-federally recognized tribal representatives, and Native American organizations, groups, and individuals in developing implementing transportation plans and projects.

Previous and Ongoing Related Work

District general consultation with Tribal governments.
Provide Tribal Governments and Native American communities with relevant transportation planning guidelines and information to Tribes and Tribal community-based organizations.
Assist in developing Tribal transportation plans and transportation planning efforts when requested by Tribal Governments.
District participation in the Department's Native American Advisory Committee (NAAC)).
District participation in the quarterly District Native American Liaison teleconference.
Attend meetings and coordinate with Native American Tribal Government.
Provided a conduit to address the Tribal Government regarding the assessment, cleanup, and repairs of areas damaged by the continued storm and flooding. Tribal Government expressed concerns about the flooding and potential damage to properties of religious and cultural significance. The Tribe wants to be a Tribal monitor for the entire work process within their sacred and cultural sites.

Tasks

District participation in the Departmental Native American Advisory Committee (NAAC).
Develop and maintain active working relationships with Native American organizations, communities, groups, and individuals by encouraging participation in the transportation planning and programming processes through Public Participation efforts.
Establish and maintain government-to-government relations with Tribal Governments through coordination and consultation efforts.

Products

Improve and continue working relationships and communication between the Department/District and local Native

American Tribal governments, community-based organizations, groups, and individuals.
Documentation of Tribal government-to-government relations.

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Completion Date

Ongoing

Work Element 6.7 – Equity, Justice, and Public Engagement

Objectives

To demonstrate the principles of equity, as outlined in various state and federal statutes and directives, in the transportation investment decisions made by Caltrans and other public agencies and private organizations.

To seek innovative solutions to transportation issues, problems, and constraints.

To promote greater public involvement of community groups and traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority (i.e., African American, Hispanic, Asian-American, American Indian/Alaskan Native, and Pacific Islander) leaders in transportation decisions and context-sensitive planning. Also, prevent or mitigate disproportionate, adverse impacts of transportation projects while improving mobility, access, and quality of life for diverse communities.

Description

Caltrans supports equity in compliance with the Federal Transportation Planning goals under Title 23, U.S. Code, and Section 134, consistent with federal orders (Executive Orders 12898, 13985, and 14008, DOT Order 5610.2, and FHWA Order on EJ dated December 1998).

Environmental Justice Planning supports and encourages efforts by all and diverse communities to integrate land use and transportation decisions, projects, plans, and activities.

Environmental Justice Planning is a collaborative, comprehensive, and integrated process. The results of this process are intended to ensure that transportation investments are made that promote sustainable communities, provide for a resilient economy, foster the highest and best land uses, and equitably expand transportation choices to people in all segments of society. In balancing transportation investments, economic prosperity, community livability, and environmental protection, Caltrans will achieve widespread public involvement and equity in individual transportation choices.

Tasks

Interface with the MTC, local agencies, Native American Tribal Governments, private and non-profit organizations, community-based organizations, and transit agencies to address Equity, Environmental Justice, Smart Growth, and Livable Communities issues.

Coordinate with the MTC regarding the inclusion of the equity priority community needs into the **region's transportation** planning and programming processes.

Coordinate with Caltrans Headquarters regarding Equity, Environmental Justice, Smart Growth, Livable Communities, and Public Participation concepts and policies.

Coordinate the participation of other Department functional units as appropriate.

Conduct outreach efforts to equity priority communities such as the elderly, disabled, low-income, and minority (i.e., Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) community groups and leaders.

Caltrans Planning Public Engagement Contract Efforts

The sixth Caltrans Statewide Planning Public Engagement Contract was awarded in October 2022. Under this \$1.9 million contract, work is authorized for well-defined public outreach and engagement efforts related to transportation plans, programs, and projects in the early planning stages. The on-call contract supports the most high-profile, complex transportation planning efforts and provides technical support for Caltrans staff to conduct more day-to-day outreach and engagement work.

An important Contract goal is to translate complex planning and design issues into language and graphics that people can understand. These outreach efforts engage all stakeholders, especially those that are traditionally underserved. This inclusive approach means that more people are aware of the transportation projects in their communities and are more likely to stay actively invested in the process.

Estimated Cost by Funding Source
Not funded through the OWP process

Estimated Person-Months and Cost
N/A

Work Element 6.8 – Community Planning

Objectives

- To effectively link transportation and land use planning at the community level.
- To seek innovative solutions to transportation issues, problems, and constraints.
- To actively involve all segments of the public through outreach efforts to the traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority community groups and leaders in transportation planning and decision-making.
- To provide a forum for discussing issues related to the function of conventional state highways as main streets with cities, counties, and other local agencies.

Description

The Community Planning Branch supports and encourages efforts by communities to integrate land use and transportation decisions, projects, plans, and activities. Community Planning is a collaborative, comprehensive, and integrated process. The results of this process are intended to ensure that transportation investments are made that promote sustainable communities, provide for a resilient economy, foster the highest and best land uses, and equitably expand transportation choices to people in all segments of society. It promotes balanced transportation investments, economic prosperity, community livability, and environmental protection.

Tasks

- Coordinate with Caltrans Headquarters to organize an annual grant application solicitation cycle for the Caltrans Transportation Planning Grant Program. Provide feedback to agencies interested in vying for Sustainable Transportation Planning grants and evaluate applications received.
- Coordinate with Caltrans Headquarters regarding context-sensitive solutions, Complete Streets Policy implementation, and regional growth issues and impacts.
- Coordinate meetings on context-sensitive solutions and complete street design for conventional highways with local agencies and district staff from various functional areas.
- Review local land use plans and development proposals and comment on reducing regional vehicle miles traveled and improving pedestrian and bicycle access to regional transit facilities.
- Provide the district with information on current regional growth and community planning issues and prepare fact sheets as required for district management.
- Act in an advisory role to other branches requesting public participation process information or usage of the Headquarters Planning Public Engagement Contract services.

Caltrans Sustainable Transportation Planning Grant Program

The Caltrans Sustainable Transportation Planning grant program supports the California Department of Transportation (Caltrans) current Mission to *Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability*. Grant projects are intended to identify and address mobility deficiencies in the following multimodal transportation system: mobility needs of environmental justice and equity priority communities, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, and result in programmed transportation system improvements.

See Appendix A for project descriptions of the active Transportation Planning Grant projects.

Estimated Cost by Funding Source

Estimated Cost

Not Funded through the OWP Process

N/A

Work Element 6.9 – Pedestrian Coordination

Objectives

Improve pedestrian safety, access, and mobility on and across Caltrans facilities.
Engage external and internal stakeholders in developing Caltrans pedestrian policies, guidance, best practices, and project design. Provide input on Caltrans corridor and project planning and design concerning pedestrian travel and safety.

Description

The District Planning staff works to improve pedestrian safety, access, and mobility by performing planning and design review for projects proposed for the State Highway System. Also, The District Planning staff works with Headquarters staff on tasks associated with the Complete Streets Implementation Action Plan. It meaningfully involves stakeholders in these activities so that better outcomes are achieved.

Previous Related Work

Reviewed Caltrans transportation corridor concept reports, project initiation documents, and project reports; participated in project development teams; and provided comments on projects regarding pedestrian needs and in support of walkable communities.

The District participated in meetings with local agencies regarding pedestrian design and operational issues at the conceptual development phase of various projects on the State Highway System.

Planning staff supported the District 4 Pedestrian Advisory Committee, which consists of stakeholders from Bay Area public agencies and local communities. Furthermore, District planning staff coordinated Committee meetings where Caltrans projects, policies, guidance, and standards were reviewed and provided comments.

The District coordinates continuously with Caltrans Headquarters regarding Complete Streets implementation and related guidance development and revisions.

Initiate project proposals for potential funding from the Active Transportation Program and other programs.

Implement the completed (2021) Caltrans District 4 Pedestrian Plan, identifying and prioritizing pedestrian improvements on the State Highway System in District 4.

Tasks

Continue to perform work listed above in the “Previous Related Work” section.

Products

Reviewing and commenting on Caltrans projects regarding pedestrian needs
Providing staff support for District 4 Pedestrian Advisory Committee meetings

Estimated Completion Date

Ongoing
Quarterly

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Month & Cost

N/A

Work Element 6.10 – Bicycle Planning and Coordination

Objectives

Improve bicycle safety, access, and mobility on and across Caltrans facilities. Engage external and internal stakeholders in developing Caltrans bicycle transportation policies, guidance, best practices, and project design. Provide input on Caltrans corridor and project planning and design concerning and affecting bicycle travel and safety.

Description

The District Planning staff, Caltrans district functional units, and Headquarters staff work to improve bicycle access and safety on state highways. The combined effort is accomplished through the following: the review of planning and design documents, participation on Project Development Teams and statewide policy-level committees, and coordination with local and regional agencies as well as other stakeholders to ensure that bicycle transportation needs are addressed during project selection, planning, and design.

Previous Related Work

Advised and assisted in implementing the Caltrans Complete Streets Policy, the California Strategic Highway Safety Plan, the California Blueprint for Bicycling and Walking, and the Active Transportation Program. Reviewed and provided input on district planning, project initiation, design documents, Caltrans standards, guidance, and procedures as they affect bicycle travel.

Provided input and share information regarding:

- o existing roadway deficiencies and needed bicycle safety upgrades.
- o new policies and revisions were about bicyclists.

Planning staff coordinated quarterly meetings of the Caltrans District 4 Bicycle Advisory Committee, consisting of Bay Area transportation agencies and advocacy groups. The committee's role is to review Caltrans projects and policies to improve bicycle safety, mobility, and access on and across the State Highway System.

Planning staff coordinated Caltrans' participation in Bike to Work Day.

Initiate project proposals for potential funding from the Active Transportation Program and other programs.

Develop the Caltrans District 4 Bicycle Plan, which will identify and prioritize bicyclists' safety and mobility needs on the State Highway System in District 4.

Tasks

Continue to perform work listed above in the “Previous Related Work” section.

Products

Review and provide input on planning and design-level documents
Coordinate District 4 Bicycle Advisory Committee
Caltrans District 4 Bike Plan Update

Estimated Completion Date

Ongoing
Quarterly
Spring 2024

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Month & Cost

N/A

Work Element 6.11 – Transit Coordination

Objectives

To encourage alternative modes of transportation on the State Highway System.

To leverage the existing State Highway System to promote and enhance alternative transportation mode opportunities.

Description

The Transit Coordination Branch seeks to increase mobility options within the State Highway System (SHS). This function assists the Department in meeting goals associated with AB 32, SB 375, and SB 391 by promoting alternative transportation modes to decrease vehicle miles traveled and associated greenhouse gas emissions and increasing the efficiency of the SHS. Precisely, emphasis is placed on three areas:

1. Leveraging the existing SHS to promote faster transit service.
2. Promoting connectivity and integration of all rail systems.
3. Enhancing the existing District Park and Ride program.

Internally, this office works with other functional units to ensure that transit/rail/Park and Ride accommodations are included in Caltrans plans and projects. The Transit Coordination Branch collaborates with the Division of Rail and Mass Transportation (DRMT) and the Division of Research, Innovation & System Information (DRISI) on statewide modal issues. Externally, this office develops partnerships with other agencies to promote and enhance strategies that encourage alternative modes of transportation.

Previous Related Work

Caltrans coordinated with the Capitol Corridor on planning a new station at the Ardenwood Park-and-Ride lot in the City of Fremont. Coordinating the Caltrans Bay Area Mobility Hub Concept Study will lead to three potential mobility hub facilities in District 4. We also coordinated with the Caltrans Bay Area Transit Plan to lead to a comprehensive District 4 approach for transit-supportive infrastructure on the SHS. During the previous fiscal year, Caltrans Division of Rail and Mass Transportation has worked with MTC and the San Joaquin Regional Rail Commission to advance the second phase of the Southern Alameda County Integrated Rail Study, including coordination with the 2022 State Rail Plan update.

Tasks

Coordinate with local agencies to improve the State Highway System to optimize alternative modes of transportation.

Review Caltrans project development documents and ensure that alternative modes of transportation are considered and accommodated wherever feasible.

Provide project management support for transit projects on the State Highway System.

Participate in Project Development Teams (PDTs) for projects with transit components.

Seek partnership opportunities to improve and expand the District P&R system.

Plan for improved and new P&R lots

Participate in PDTs for projects with P&R components.

Estimated cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.12 – Goods Movement Planning/Partnerships

Objectives

The primary responsibility of the District 4 Freight Planning and Coordination Branch is to serve as the District policy and technical specialist concerning the development of projects, strategies, and plans relating to the international, national, regional, and local movement of freight. The Freight Planning and Coordination Branch considers all modes of freight transport, including trucking, rail, aviation, and maritime travel, as well as access to and from Bay Area seaports, airports, intermodal, and warehouse facilities. The Freight Planning and Coordination Branch represents the District through cooperation and coordination with federal, state, regional, county, and local partner agencies supporting a multi-jurisdictional transportation planning process.

Description

The Freight Planning and Coordination Branch develop strategies, policies, and methodologies to improve the efficient movement of freight commodities through the state's multimodal transportation system. All freight modes and intermodal connections are considered in the ongoing effort to facilitate efficient, sustainable, and equitable movements of freight to and through the region.

The Branch works closely with Caltrans Headquarters, including the Division of Freight and Goods Movement within the Division of Transportation Planning, the Division of Research, Innovation and System Information, the Division of Aeronautics, the Division of Rail and Mass Transportation, and the Division of Traffic Operations. The Branch also coordinates with external governmental agencies such as FHWA, USMARAD, CalSTA, regional/local agencies, seaports, airports, trucking, private industry, and the public to improve the performance of the multimodal freight system.

Tasks

- Maintain a district liaison role by attending various federal, state, regional, and local agency committees focused on improving freight movement.
- Facilitate district contract oversight and coordination for freight-focused transportation planning studies.
- Coordinate Freight Planning and Coordination Branch involvement in discretionary grant funding programs relating to the Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL) and California Senate Bill 1 – Trade Corridor Enhancement Program.
- Provide support and oversight for developing Comprehensive Multimodal Corridor Plans (CMCP) and Transportation Concept Reports (TCR).
- Review and coordinate internal and external project development documents for freight system consideration and include Local Development (LD) reviews and various reports relating to project development.

Product

Internal/external project and policy documents

Estimated Completion Date

Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.13 – Transportation Conformity and Air Quality Planning

Objectives

Participate in developing State Implementation Plans to demonstrate how the San Francisco Bay Area air basin achieves applicable federal air quality standards.

Work with MTC to demonstrate that the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) conform to the purpose of the State Implementation Plan (SIP) through a transportation conformity process required by the Clean Air Act Section 176(c) (42 USC 7506(c)).

Participate with federal, state, regional, and local agencies during interagency consultation on transportation conformity and related air quality planning.

Participate with federal, state, regional, and local agencies during interagency consultation procedures for PM2.5 hot-spot analyses for the Bay Area.

Description

Anytime MTC develops or amends the RTP and/or TIP for the region, they must prepare a Transportation-Air Quality Conformity Analysis to demonstrate the following:

- 1). how the transportation activities in the RTP and TIP will not cause new air quality violations;
- 2). worsen existing violations; or
- 3). delay timely attainment of the national ambient air quality standards.

Transportation conformity ensures that Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals were given to highway and public transportation activities consistent with air quality goals. The air quality standards addressed in the conformity analysis include ozone, carbon monoxide, and fine particulate matter (PM2.5) standards.

MTC Resolution No.3757 outlines procedures undertaken by the MTC, U.S. Environmental Protection Agency (EPA), California Department of Transportation (Caltrans), FHWA, FTA, state, and local air agencies before making transportation conformity determinations on the RTP and TIP. Interagency consultation on transportation conformity and related air quality planning is facilitated through the Air Quality Conformity Task Force.

MTC Resolution No. 3946 outlines procedures undertaken by MTC, EPA, Caltrans, FHWA, FTA, and state and local air agencies regarding interagency consultation procedures for PM2.5 hot-spot analyses for the Bay Area.

Interagency consultation on project level PM2.5 conformity is also facilitated through MTC's Air Quality Conformity Task Force. Because the Bay Area is designated as a PM2.5 non-attainment area, Bay Area project sponsors are required to undergo project-level conformity determinations for PM2.5 if their project meets specific criteria for projects of air quality concern.

Previous and Ongoing Related Work

Reviewed Transportation Air Quality Conformity Analysis for the Transportation 2050 Plan and 2021 Transportation Improvement Program.

Consulted with Department project sponsors on preparation and submittal of PM2.5 Project Assessment forms.

Participated in Statewide Air Quality Conformity Working Group meetings.

Tasks

Participate in interagency consultation regarding transportation conformity, PM2.5 project-level conformity, and other air quality issues through the Transportation Air Quality Conformity Task Force. The Task Force meets monthly.

Participate with regional and local partner agencies to prepare the PM2.5 State Implementation Plan.

Work with Department project sponsors in developing and submitting PM2.5 Hot Spot Analysis Project Assessment forms for Transportation Air Quality Conformity Task Force consideration.

Participate with HQ, CARB, BAAQMD, and other state and federal agencies on state air quarterly planning issues

as needed.

Products

Air Quality Conformity Task Force Decisions
RTP/TIP Transportation Conformity Analysis Input
PM2.5 Project Assessment Forms

Estimated Completion Date

Monthly
As Needed
As Needed

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.14 – Climate Change Adaptation Planning

Objectives

Caltrans District 4 coordinates with the Climate Change Branch in the Caltrans Headquarters Division of Transportation Planning and partner agencies in the region to accomplish the following: plan, develop, and implement projects and programs that aim to reduce greenhouse gas and criteria pollutant emissions from the transportation sector, and develop resilient adaptation responses to protect state highway assets and infrastructure; further, the Bay Area's climate protection goals, improve our region's air quality and public health, and prepare for sea-level rise.

Description

The Global Warming Solution Act of 2006 created a comprehensive, multi-year program to reduce GHG emissions in California. The Department works closely with the California Air Resources Board and the Administration's Climate Action Team (CAT) to support the development and implementation of the California Climate Action Program. The Department also collaborates with local and regional agencies, academic and research institutions, non-governmental organizations (NGOs), and other environmental and energy stakeholders to advance the state's climate change objectives.

Governor Schwarzenegger's 2008 Executive Order (EO) S-13-08 directed state agencies to plan for sea-level rise and climate impacts, calling for enhancements to the state's management of climate impacts from sea level rise, increased temperatures, shifting precipitation, and extreme weather events.

Climate change is expected to significantly affect the Bay Area's public health, air quality, and transportation infrastructure through sea-level rise and increasingly frequent and extreme weather. In the Bay Area, the single largest source of GHG emissions is fossil fuel consumption in the transportation sector. The transportation sector, mainly emissions from cars, trucks, buses, trains, and ferries, contribute over 40 percent of total GHG emissions in the region. [California Executive Order \(EO\) B-30-15](#) (2015) directs state agencies to integrate current and future climate conditions into all planning and investment decisions. [AB-1482 Climate Adaptation](#) (2015) requires all state agencies and Departments to prepare for climate change impacts.

Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) jointly adopted Plan Bay Area 2050 in October 2021. As required under SB 375, this Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) lays out how land use and transportation can work together to reduce GHG emissions. Within this context, this plan will help develop innovative strategies and evaluate strategy effectiveness for reducing GHG emissions and informing the development of the SCS for the 9-county Bay Area region.

In September 2010, Caltrans District 4, in partnership with the San Francisco Bay Conservation and Development Commission (BCDC) and Metropolitan Transportation Commission (MTC), was awarded a \$300,000 grant from FHWA to field test FHWA's conceptual model for conducting climate change vulnerability and risk assessments of transportation infrastructure in a Bay Area sub-region. Caltrans, MTC, and BCDC completed the final report in November 2011.

In May 2011, Caltrans released the "Guidance on Incorporating Sea Level Rise: for use in the planning and development of Project Initiation Documents." The guidance is intended for Caltrans Planning staff and Project Development Teams to determine whether and how to incorporate sea-level rise concerns into the programming and design of Department projects. An update to this guidance is underway. In 2013, Caltrans District 4, in partnership with BCDC, MTC, and BART, was awarded a \$300,000 FHWA grant

funding a study titled "Climate Change and Extreme Weather Adaptation Options for Transportation Assets in the Bay Area." Caltrans, BCDC, and MTC completed the study in December 2014. In 2017, Caltrans released the District 4 Climate Change Vulnerability Assessment. The Summary Report provides a high-level review of potential climate impacts on the State Highway System. At the same time, the Technical Reports present detail on the technical processes used to identify these impacts. Released in 2020, the Caltrans District 4 Adaptation Prioritization Report was the next phase in addressing climate change after the Vulnerability Assessment was completed. This report prioritizes District 4 assets exposed to climate hazards through a detailed asset-level climate assessment. The climate hazards used in this report's prioritization methodology are as follows: temperature, riverine flooding, wildfire, sea-level rise, storm surge, and cliff retreat. This report's physical asset categories include bridges, large culverts, small culverts, and roadways.

In 2020, BCDC released The Adapting to Rising Tides (ART) Bay Area report. It is the first-ever regional comparison of the impacts of sea-level rise on people, the environment, and the regional systems we rely on. This report provides a better understanding of vulnerable areas and lays out a pathway to plan for the future. The study was a collaborative effort between BCDC, MTC, and BARC. It was funded by a Caltrans Sustainable Transportation Planning Grant and supplemented with funding provided by the Bay Area Toll Authority.

Adopted in October 2021 after years of intensive consensus-building and robust community outreach, BCDC's Bay Adapt Joint Platform is a consensus-based strategy comprised of 9 actions and 21 tasks that will protect people and the natural and built environment from sea level rise. Rather than specifying individual projects, the Joint Platform lays out regional strategies that focus on overcoming barriers and identifying factors for successful adaptation outcomes in the Bay Area region rather than specifying individual projects. In 2022, MTC/ABAG held regular workshops to explore regional funding needs and various discussions to better inventory state and federal funding landscapes, an effort took on by the Sea Level Rise Adaptation Funding & Investment Framework Technical Advisory Group.

Previous and Ongoing Related Work

Caltrans District 4 provided input to the 2009 California Climate Adaptation Strategy.
Caltrans District 4, BCDC, and MTC completed work on the Transportation Risk Assessment Pilot Study.
Caltrans District 4, BCDC, MTC, and BART completed the FHWA-funded Adaptation Options Study.
Caltrans completed the District 4 Climate Change Vulnerability Assessment.
Caltrans completed the District 4 Adaptation Priorities Report.
BCDC, MTC, and BARC completed the ART Bay Area Study.
BCDC adopted the Bay Adapt Joint Platform.
Bay Area Regional Collaborative (BARC) Shared Work Plan and regular coordination meetings.
MTC/ABAG Sea Level Rise Adaptation Funding & Investment Framework Technical Advisory Group.
BCDC Sea Level Rise Project Database and CBO Directory.

Tasks

Staff will continue monitoring and providing updates to the California Climate Adaptation Strategy and Climate Action Team Reports to the Governor and Legislature.
Monitor and evaluate programs and projects in the 2021 RTP/SCS for their effectiveness in reducing GHG emissions.
Staff will assist with and ensure that Project Initiation Documents incorporate sea-level rise concerns per the May 16, 2011, guidance and as needed. The District will utilize the best and most current sea-level rise science, including the projections from the 2018 Ocean Protection Council's Sea Level Rise Guidance for State Agencies.

Staff will remain engaged with BCDC in continued implementation efforts related to Adapting to Rising Tides projects, the ART Bay Area Study, and the Bay Adapt Joint Platform. Staff will continue working with HQ and local and regional partners on planning and implementing effective climate change resiliency strategies.

Products	Estimated Completion Date
BCDC ART Project	Complete
Caltrans District 4 Vulnerability Assessment	Complete
Caltrans District 4 Adaptation Priorities Report	Complete
BCDC ART Bay Area Report	Complete
BCDC BayAdapt Joint Platform	Complete
Regional Shoreline Adaptation Plan Advisory Group	May 2024
BCDC ART Bay Area Adapting to Rising Tides Program	Complete

Estimated Cost by Funding Source	Estimated Person-Months and Cost
Not funded through the OWP process	N/A

Caltrans Adaptation Planning Grants

Studies awarded under the Adaptation Planning Grant Program during FY 18/19 are listed on District 4 SB-1 Adaptation Planning Grants intranet page. 14 out of 16 Cycle 2 SB-1 Adaptation Planning grants have been completed, and final ICARP summary reports have been submitted. Two remaining studies, MTC's SR-37 Resilient Corridor Program for Marin and Sonoma Counties and the Town of Windsor's Adaptation Plan, concluded in February 2022. For FY 23/24, the Caltrans SB1 Sustainable Transportation Planning Grant Program is receiving a one-time infusion of \$50 million in competitive funding available statewide. This new Climate Adaptation Planning Grant funding is available to support local and regional identification of transportation-related climate vulnerabilities through the development of climate adaptation plans and project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure. A Caltrans Grant Open House Kickoff Meeting was held in January 2023, applications are due March 9, 2023, and funding award announcements will be made in Summer 2023.

[Caltrans SB1 Sustainable Transportation Planning Grants](#) internet page:

<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants>

[District 4 SB-1 Legacy Adaptation Planning Grants intranet page](#): <https://transplanning.onramp.dot.ca.gov/district-4>

Appendix C.

Work Element 6.15 – Strategic Investment Planning

Objectives

Coordinate with Caltrans Headquarters, District 4 functional units, regional and local agencies such as MTC, the nine CTAs, adjoining Caltrans Districts, and the greater mega-region Metropolitan Planning Organizations to prepare funding applications as well as the processing of letter of support (LOS) requests.

Manage funding applications to meet SB 1 guidelines for State programs and meet requirements of Notice of Funding Opportunities (NOFOs) for various federal programs and other necessary documents based on United States Department of Transportation (USDOT), California Transportation Commission (CTC), Caltrans Department of Transportation Planning (DOTP) and other guidance.

In consultation with MTC, CTAs, and partner agencies, identify relevant projects that meet various funding criteria.

Coordinate project prioritization for current and future funding cycles and develop funding strategies. Utilize Corridor Plans and other planning documents to identify and recommend projects that meet State goals in Climate Action Plan for Transportation Infrastructure (CAPTI), Caltrans Strategic Plan, and California Transportation Plan (CTP).

Previous and Ongoing Related Work

- Coordinated with internal and external staff on submitting SB 1 applications for SCCP and TCEP.
- Reviewed LOS requests for the federal grant programs: Bridge Improvement Program, Safe Streets for All, and Rebuilding American Infrastructure with Sustainability and Equity (RAISE).
- Reviewed partnership requests for RAISE 2023.
- Coordinate discussions of potential project nominations for State-sponsored Non-SHOPP PID FY 23/24.

Tasks

- Review any LOS and joint application requests from CTAs, MTC, and organizations applying for State or federal grant programs.
- Disseminate information to district staff and partner agencies of upcoming State and federal grant programs.
- Develop the Multi-Objective Non-SHOPP Transportation Equity Report (MONSTER) List, 10-year non-SHOPP PID project list, and District Priority Project list in coordination with district functional units and partners.
- Nominate projects for PID development and competitive grant programs.
- Lead development of grant applications by coordinating with HQ, district functional units, and external partners.
- Participate in pipeline re-evaluations to ensure transportation projects meet statewide goals and objectives.
- Participate in the development of statewide tools and guidance for the 10-Year Non-SHOPP Plan, Caltrans System Investment Strategy (CSIS), etc.
- Attend webinars and training related to funding programs and other meetings hosted by HQ and USDOT.

Products

10-Year Non-SHOPP PID Project List
MONSTER List
District Project Priority List

Estimated Completion Date

Ongoing
Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Transit Funding and Programs

Work Element 7.1 – State Funding for Transit and Intermodal Improvements

Objective

Assist local agencies in obtaining programmed state funds for transit capital projects and monitor fund use.

Description

Management of funds programmed by the California Transportation Commission (CTC) earmarked for transit capital projects. Funds are disbursed to local agencies using agreements. Funding sources include Senate Bill (SB) 1, Traffic Congestion Relief Program (TCRP), State Highway Account (SHA), Public Transportation Account (PTA), and Propositions 1A, 1B, and 116.

Previous and Ongoing Related Work

Monitoring of projects funded by the sources listed above.

Tasks

Prepare Local Agency allocation requests for funds allocated by the CTC.
Coordinate review of agencies and projects under SB 580, Government Code (GC) Sec. 14085-14088.
Prepare and monitor agreements with local agencies to allow disbursement of state funds in compliance with CTC resolutions and policies, as well as policies and contractual requirements of the Department.
Provide support services to the Caltrans Division of Rail and Mass Transportation (DRMT).
Attend Advisory Committee meetings as required.
Coordinate programming amendments.
Review and approve project scopes of work.
Monitor progress of projects.
Review project Monitoring Reports from grant recipients.
Monitor applicants for compliance with CTC's "Timely Use of Funds" policies.
Implement CTC policies regarding state transit funding.

Products

CTC allocation requests
Master Agreements and Program Supplements
Auditable records of all disbursements made

Estimated Completion Date

Ongoing
Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process.

Estimated Person Months and Cost

N/A

Work Element 7.2 – Federal Assistance for Public Transportation Projects in Non-Urbanized Areas

Objective

Administer federal funding to assist transportation providers in non-urbanized areas with a population under 50,000.

Description

The federal government has established the Federal Transit Administration's (FTA) Section 5311 grant program to provide financial assistance to transportation providers in non-urbanized areas. This work element includes administering this program to participating transportation providers in the District.

Previous and Ongoing Work

Administer and monitor the FTA Section 5311 grant program.

Tasks

District 4 served as the liaison between the Division of Rail and Mass Transportation (DRMT) and local transit agencies in District 4.

Participate in Roundtable/Teleconference meetings and transit training classes, studies, and workshops, including those regarding regional transportation plans and sustainable communities' strategies.

Provide quarterly reports updating the DRMT on district efforts.

Track and report finalized work and complete reports promptly. Assist transit grant recipients with program requirements and all federal and state compliance.

Review and monitor sub-recipient compliance for all transit grant projects as described in executed standard agreements and 49 United States Code (U.S.C.) Chapter 53.

Collect, review and develop a comprehensive list of semi-annual Disadvantaged Business Enterprise (D.B.E.) Utilization data and provided to the DRMT.

Conduct triannual monitoring of federally funded projects, including operations, vehicle, and facility infrastructure projects using forms in the BlackCat grant management system.

Conduct triannual on-site monitoring of local agencies to ensure the following: procurement and asset management compliance, disposition of assets, maintenance procedures, school bus, charter bus, A.D.A., Title VI, Drug and Alcohol, Fixed Route Paratransit, and Demand Response Services (use forms from BlackCat).

Review agency websites to ensure F.T.A. compliance and that services posted on the website accurately reflect services currently in operation.

Conduct annual on-site federal compliance reviews.

Conduct annual secret rider reviews on local agency transit systems using forms in BlackCat to ensure federal compliance.

Products

Planning staff aims to improve transportation access and services in non-urbanized areas by purchasing specialized vehicles, constructing transit shelters and station facilities, and providing operating assistance funding.

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person Months and Cost

N/A

Work Element 7.3 – Park-and-Ride Program

Objectives

Provide park-and-ride facilities to encourage ridesharing and optimize the effectiveness of the existing transportation system in the Bay Area by reducing vehicles on local streets and the state highways system (SHS). Park-and-ride facilities provide a location for individuals to park their vehicles or bicycles, join carpools, and access bus and/or rail service. The Caltrans park-and-ride network increases the mobility options of travelers and increases person throughput through the transportation system. These facilities support reduced vehicle trips, energy consumption, congestion and improve air quality.

Description

The District 4 Park-and-Ride Program seeks to accomplish the following: manages the operations at Caltrans park-and-ride lots, guides proposed improvements and appropriate planning and development of additional facilities. Activities include coordination of maintenance, vehicle code enforcement, and review of non-rideshare and permitted use requests. Coordination requires interaction with other Caltrans functional units, transit providers, citizens, and public or private entities.

Previous and Ongoing Related Work

Operate and coordinate maintenance & parking enforcement of state-owned park-and-ride facilities.
Participate in Project Development Teams (PDTs) to address operational issues at the conceptual development phase of planning improved or new P& R projects.
Provide program guidelines and respond to requests for rideshare and facility information.

Tasks

Perform annual inventory surveys and prepare census (usage) reports of existing park-and-ride lots.
Maintain D4 park-and-ride computer databases, reports, maps, webpage, and files of park-and-ride lot projects and inventory.
Address ongoing requests/inquiries for park-and-ride lot maintenance and services.
Perform annual inventory surveys and prepare census (usage) reports of existing park-and-ride lots.
Maintain D4 park-and-ride computer databases, reports, maps, webpage, and files of park-and-ride lot projects and inventory.
Address ongoing requests/inquiries for park-and-ride lot maintenance and services.
Operate an exclusive park-and-ride 1-800 telephone number to provide rideshare & facility information and respond to user concerns.
Staff coordinate park-and-ride facility rehabilitation & operational or safety improvements with Caltrans functional units.
Request as needed California Highway Patrol enforcement of traffic/parking regulations at facilities or address safety/security issues at facilities.
Coordinate maintenance and assign bicycle lockers at Caltrans park-and-ride lots.

Products

Annual Census Report
Annual Program Inventory

Estimated Completion Date

Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Highway Management

Work Element 8.1 – Traffic Operations System

Objectives

To implement, operate, monitor, and maintain the Traffic Operations System (TOS) for the Bay Area freeways, as stipulated in the Caltrans TMS Master Plan, to improve vehicle-operating speeds and reduce freeway delays caused by the incident and recurring congestion.

Description

The TOS is a management tool intended to improve the operation of the highway system by optimizing the efficiency of the system through even traffic speeds, reduction/avoidance of congestion, and removal of incident-related obstacles. The TOS entails the operation and integration of the following components:

1. A Transportation Management Center (TMC) to operate the TOS;
2. A ramp metering management system to manage access into the highway facilities;
3. A traffic surveillance system inclusive of electronic roadway detectors, closed-circuit TV (CCTV), and motorist call boxes;
4. A motorist information system inclusive of changeable message signs and highway advisory radio; and
5. A motorist service patrol to remove disabled vehicles to restore highway capacity promptly.

Previous and Ongoing Related Work

Operate Traffic Management System for the SFOBB, and its Oakland and San Francisco approaches from the TMC in the Oakland District Office.

Operate the TMC at the Oakland District Office.

Operate Ramp Metering Systems on all nine Bay Area Counties (Alameda/Contra Costa/Marin/Napa/San Francisco/San Mateo/Santa Clara/Solano/Sonoma Counties).

Tasks

Develop corridor operational plans and traffic management strategies in partnership with the MTC, Congestion Management Agencies, cities, counties, transit agencies, and freight operators.

Implementation of Bay Area TOS.

Operate the TMC (Regional Transportation Management Center - RTMC).

Assist in data retrieval and support for the 511 Program.

Provide facilities management support to the 511 Program.

Operate ramp metering systems.

Products

TOS projects in nine counties and seven toll bridges

Operate ramp metering system

Estimated Completion Date

Ongoing

Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Work Element 8.2 – Freeway Service Patrol

Objectives

Together, Caltrans, the California Highway Patrol (CHP), and the MTC Service Authority for Freeways and Expressways (MTC SAFE) developed the Freeway Service Patrol (FSP) program on Bay Area Freeways in 1992. The FSPs assist in transportation system management efforts, provide traffic congestion relief, reduce traffic accidents, and expedite the removal of freeway impediments, which improves air quality.

Description

The Freeway Service Patrol (FSP) is a free service to the public, providing emergency towing and assistance to help keep critical routes flowing smoothly. The Bay Area FSP was initiated in August 1992, with three tow trucks servicing 10 miles of freeways. Caltrans, CHP, and MTC modified the Bay Area FSP program at the following times:

- Caltrans expanded in April 1994 to 40 trucks covering 168 miles of freeways.
- The service was expanded again in March 1995 to 50 trucks covering more than 218 miles of freeway.
- Again, in 1997 covering over 235 miles, and by August of 1998, the Bay Area FSP program expanded to 51 tow trucks covering 264 miles of freeway.
- In 1999 FSP service expanded to 63 trucks covering over 332 miles.
- In 2001 the FSP program increased the existing fleet to 70 tow trucks covering 390 miles of freeway.
- In 2002-03 the FSP expanded to 83 trucks and 454 freeway miles.
- In 2011-12 the FSP expanded to 85 trucks and 530 miles. In 2012-13 the FSP will reduce the number of trucks to 79 and expand to 541 miles.
- In 2014-18 the FSP will reduce the number of trucks to 72 and 500 miles. In 2019-23 the FSP expanded the number of trucks to 78 and 575 miles with SB1 funds.

Previous and Ongoing Related Work

Continue improvement of communication system and incident reporting system for tow trucks, CHP dispatchers, and other emergency services.

The District integrates the computer-aided dispatch (CAD) and automatic vehicle location system (AVL).

Continue evaluation of the FSP program.

Tasks

Ongoing evaluation of the FSP program regarding modifications of operating hours, beat assignment, locations, and numbers of trucks per beat to provide more effective service levels.

Coordinate the dispatch of FSP vehicles based on information regarding the need for services received at the Transportation Management Center (TMC) and record the information on the CAD.

Develop the FSP impact/evaluation procedures, including specific data needs and methodology to evaluate program benefits.

Gather data and develop a process and criteria for determining tow truck drivers' performance and motorist (user) satisfaction with the service.

Maintain FSP System Database to incorporate any change of vehicle identification number, mobile data terminals, radio frequencies, schedules, and troubleshooting.

Assist in evaluating 13 Tow Service contracts (Request for Proposals) for 2025.

Assist in evaluating the replacement automatic vehicle locator and Mobile Data Tablet subsystem.

Assist in the evaluation of the FSP telecommunication system and management reporting system.

Develop a strategy on how to service electric vehicles.

Products

Collect and report statistical data on the
Number of, location, and type of assists and services
Rating average time waiting for FSP to arrive.

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Completion Date

Monthly

Monthly

Estimated Person Months and Cost

N/A

Work Element 8.3 – SMART Corridor Project

Objectives

The District assists local and regional SMART Corridors (in Silicon Valley SMART Corridor, East Bay SMART Corridor, SFGO, San Mateo SMART Corridor, and I-580 SMART Corridor) in enhancing cooperation, improving traffic flow, managing incident-related traffic, and reducing single-occupant vehicle (SOV) demand.

Description

The SMART Corridor agencies are developing solutions to improve traffic conditions in critical Bay Area corridors and achieve the following objectives: several options are being developed, including real-time traffic surveillance and data collection, signal coordination, transit, and HOV improvements.

Previous and Ongoing Related Work

The SMART Corridor agencies are developing solutions to improve traffic conditions in critical Bay Area corridors and achieve the following objectives: several options are being developed, including real-time traffic surveillance and data collection, signal coordination, transit, and HOV improvements.

The District participates in the Fremont-Milpitas SMART corridor project.

Participation in SV-ITS Enhancement project.

Coordination with the City of San Francisco on the SFGO project. East Bay Smart Corridor-monitor construction in San Pablo and International Blvd./Hesperian corridors

Participate in the development of the I-580 Tri-Valley Smart Corridor

Participation in San Mateo SMART Corridor project.

Tasks

Attend steering committee meetings.

Provide existing traffic and TOS information

Products

Silicon Valley Smart Corridor Phases 1, 2 and 3

East Bay SMART Corridor construction on State Highway

Operation of field equipment and links

between local agencies and Caltrans TMC

Implementation of ramp metering in Corridors

Estimated Completion Date

Completed

Completed and on-going

Pending resolution of security issues

Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

N/A

Estimated Person Months and Cost

Data Analysis

Work Element 9.1 – Regional Modeling Coordination Study

Objectives

The Districts Regional Modeling Coordination aims to accomplish the following:

- Improve the Bay Area travel demand modeling.
- Coordinate county models with bay area models.
- Integrate American Community Survey data into the Bay Area travel demand modeling.
- Model SB 375 Sustainable
- Community Strategies land uses.

Description

The Regional Modeling Working Group is a sub-committee of The Bay Area Partnership made up of representatives from the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), the nine County Congestion Management Agencies (CMAs) in the region, and Caltrans, District 4. The Group is charged with assuring quality and consistency in regional and sub-regional transportation demand forecasting practices throughout the Bay Area.

They are currently coordinating regional efforts to comply with SB 375, SB 743, and other recent greenhouse gas legislation. As a major part of this effort, they are also coordinating the MTC's activity-based travel demand model and its effect on the Bay Area County's travel demand models.

Previous and Ongoing Related Work

The Regional Model Working Group has been meeting for years seeking to improve regional models and deal with various ongoing issues.

Current Tasks

Discuss how Sustainable Community Strategies will be modeled.

Discuss how Sustainable Community Strategies will be modeled.

Discuss forecasting methods to meet SB 743 requirements.

Discuss forecasting methods to meet SB 743 requirements.

Continue coordinating existing County Models with the new MTC Activity Based Model.

Continue discussions of CMA and County Model updates.

Participate in model consensus-building efforts.

Participate in discussions of uses for and integration of Census 2010 and American Community Survey data.

The Regional Modeling Group is working on Best Practices Manual for Travel Demand Forecasting.

Products

Travel Demand Model for Sustainable
Community Strategy Land Use

Estimated Completion Date

Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 9.2 – Data Management and Coordination Activities

Objectives

Develop, collect, and maintain spatially enabled data sets that support a wide array of analytical capabilities to facilitate timely and effective decision-making throughout all aspects of the Department's activities, including Planning, Design, Project Management, Operations, and Maintenance.

Develop, collect, and maintain spatially enabled data sets that support Department activities and allow effective communication and data-sharing opportunities with key regional, state, and federal stakeholders.

Description

Federal, state, regional, and local governments are keen to implement an effective and efficient transportation system. The Department's data and analysis tools developed and maintained support project, corridor, and regional-level planning efforts.

Analytical tools, and the data supporting them, require constant maintenance and updates. The Department works internally and with external partners to ensure that the geospatial transportation-related data maintained in its Geographic Information System (GIS) is current and relevant.

The Department develops and maintains vast amounts of geospatial data in a GIS format. Still, most of the data is not easily accessible to staff and management in its current format. The Department strives to make geospatial data available in various formats readily available to staff and management to facilitate data-driven, effective decisions.

Previous and Ongoing Related Work

Participate in internal GIS coordination meetings, including the Statewide GIS Coordinator's meeting, the Enterprise Data Steward Committee, and District GIS User Group meetings.

Participate in external GIS coordination meetings, including BayGEO, the SF Bay Area GIS User Group, and local GIS Day activities.

Work with HQ Office of GIS on developing and implementing geospatial platforms that facilitate access to spatial data and data sharing.

Tasks

Enhance and maintain files in a geospatial data library.

Convert GIS-formatted data on Google Earth/Maps, Microstation, CADD, and web-based mapping platforms.

Train and support internal staff using GIS tools for their functional responsibilities.

Develop a repository of geospatial data in multiple formats with widespread accessibility.

Conduct outreach with stakeholder agencies to facilitate spatial data and information sharing.

Support collection of geospatial transportation asset data in Maintenance programs.

The District collaborates with the appropriate HQs functional units and partner agencies to review and process Functional Classification change requests.

Products

GIS data library

Google Earth data layer and Imagery library

Develop and Maintain Web Map Services

County STIP/SHOPP Project Location Maps

Corridor Planning Maps

SB 1 Maps

Functional Classification Changes/Updates

Estimated Completion Date

Complete – Ongoing Maintenance

Complete – Ongoing Maintenance

Ongoing

Ongoing

Ongoing

Ongoing

Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 9.3 - Transportation Monitoring

Objectives

Collect and analyze data on the performance of the transportation system. The District uses this information in the transportation planning effort to develop transportation improvements.

Description

The transportation monitoring effort conducts traffic volume counts and monitors high occupancy vehicle (HOV)/Express Lane performance and congestion on the State Highway System.

Previous and Ongoing Related Work

Establish travel trends and provide data sets for project-related documents such as project reports and environmental documents.

Develop baseline data for modeling and forecasting.

Determine usage, violation rates, and vehicle occupancy rates on state highways with managed lanes.

Determine the magnitude of congestion and delay trends on state highways.

Tasks

Obtain counts from 13 Permanent Count Stations in the District to provide continuous counts each day for the entire year.

Count approximately one-third of the 376 Control Stations in the District four times each year for one week.

Count approximately one-third of the 3091 Ramp Count Locations in the District one time, each year for one week (those counted are on the routes where the Control Station counts are made for that year). Only if resources allow.

Count approximately one-third of the 521 Profile Point Locations in the District for one week each year (profile points locations are located between control stations and are scheduled to be counted along with their respective stations) only if resources allow.

Conduct counts at 1/3 of the District's 543 truck classification locations each year, only if resources allow.

Monitor and manage all District mainline managed lanes and toll bridges. Collect vehicle volumes, vehicle occupancy, travel time, and time savings data at least as resources allow.

Monitor all District freeways and collect data on congestion delays, duration, and length of congestion as resources are available.

Products

Annual Managed Lane Report

Quarterly Mobility Performance Report

Annual Traffic Volumes on CA State Highways

Annual Ramp Volumes on CA State Highways

Annual Average Daily Truck Traffic on CA

State Highways

Estimated Completion Date

Ongoing

Ongoing

Ongoing

Ongoing

Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person-Months and Cost

N/A

OVERALL WORK PROGRAM
METROPOLITAN TRANSPORTATION COMMISSION

FY 2023–2024

April 2024

WORK ELEMENTS FUNDED BY THE CONSOLIDATED PLANNING GRANT (CPG)
FY 2023–2024

Work Element 1112: Implement Public Information Program and Tribal Government Coordination

Project Manager: John Goodwin/Leslie Lara-Enríquez

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 2,449,323	\$ 2,449,323	\$ -
Benefits	1,040,962	1,040,962	-
Indirect	1,745,143	1,745,143	-
Consultants	2,061,750	2,061,750	-
Total Expenses	\$ 7,297,179	\$ 7,297,179	\$ -

Revenues	Amendment No. 1	Amendment No. 2	Change
Federal Transit Administration (FTA) 5303 (FY 2022-23) (carryover)	\$ 2,020,775	\$ 2,020,775	\$ -
<i>Toll Credit Match</i>	231,783	231,783	-
Federal Transit Administration (FTA) 5303 (FY 2023-24)	62,344	62,344	-
<i>Toll Credit Match</i>	7,151	7,151	-
Bay Area Toll Authority (BATA) Regional Measure 2	527,000	527,000	-
Bay Area Toll Authority (BATA) Reimbursement	399,875	399,875	-
General Fund	4,287,185	4,287,185	-
Total Revenues	\$ 7,297,179	\$ 7,297,179	\$ -

Federal Share

28.55%

28.55%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

MTC's public engagement program aims to give the public ample opportunities for early and continuing participation in critical transportation projects, plans and decisions, and to provide full public access to key decisions. Engaging the public early and often in the decision-making process is critical to the success of any transportation plan or program, and is required by numerous state and federal laws, as well as by the Commission's own internal procedures. MTC's engagement is guided by the agency's Public Participation Plan.

Federal law requires MTC — when developing the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) — to engage in a planning process that creates opportunities for public involvement, participation and consultation. State statutes also require MTC to coordinate transportation plans with expected growth, economic development, environmental protection and other related planning activities within our region. Toward this end, MTC's Public Participation Plan outlines key decision points for consulting with affected local, regional, state and federal agencies and Tribal governments. State law also requires MTC to prepare a separate Public

Participation Plan for the development of the RTP and Sustainable Communities Strategy (SCS).

As required, MTC conducts engagement and government-to-government consultation with Tribal governments of the federally recognized Native American Tribes of the nine-county San Francisco Bay Area, as well as the California Native American Tribes (not federally recognized) with connections to the lands that make up the nine-county San Francisco Bay Area. MTC staff routinely invites each of the six federally recognized Native American Tribes in the San Francisco Bay Area to participate in separate and individual government-to-government consultations as each Tribe is considered independent and separate, and any and all interactions with each Tribe happen at a level determined appropriate by Tribal leaders and their staff. In addition to individual and separate government-to-government consultations, MTC staff also organizes Tribal Summits with the six federally recognized Tribes at a location that is convenient for the Tribes. The summit serves as a forum that brings together the Bay Area's local and regional agencies — as well as Caltrans District 4 — to facilitate access by the Tribes to all the relevant agencies in one place.

Furthermore, MTC aims to meaningfully engage those affected by its policies, actions and decisions. MTC is committed to cultivating and growing collaborative partnerships with Federal Land Management Agencies to ensure that this important federal planning emphasis area is incorporated during the regional planning process. MTC will aim to further build relationships with and engage the following relevant agencies in its public engagement activities:

- Bureau of Land Management
- Bureau of Indian Affairs
- Department of Defense
- Fish and Wildlife Service
- Forest Service
- National Park Service

C. Project Products

Public Engagement

- Plan Bay Area 2050+ engagement program and website
- Next Generation Freeway Study public engagement program
- Virtual and in-person public meetings, workshops and regional forums, as needed.
- Implement engagement activities of the Spare the Air Youth and Bike to Wherever/Work Day programs.
- 2023 Public Participation Plan for the San Francisco Bay Area

Public Information

- [The Bay Link blog](https://blog.bayareametro.gov) (<https://blog.bayareametro.gov>) providing regular news updates from MTC and the Association of Bay Area Governments
- *The Bay Link* Weekly Digest: weekly email newsletter
- [All Aboard Bay Area Transit campaign](https://www.allaboardbayarea.com/) (<https://www.allaboardbayarea.com/>) digital and out-of-home assets
- *MTC Briefing* — MTC's monthly electronic newsletter
- Commissioner newsletters
- [Press releases, media advisories, website news stories, etc.](https://mtc.ca.gov/news) (<https://mtc.ca.gov/news>)
- E-mail blasts and notifications; contact database maintenance
- Brochures, postcards and other collateral, as needed
- Website maintenance and updates
- Videos and social media content; primarily Facebook, Twitter, Instagram and YouTube
- Translations

D. Previous Accomplishments and Links to Relevant Products

Public Engagement

- Completion of Round 1 of Next Generation Bay Area Freeways Study public engagement program
- Completion of the 2023 Public Participation Plan
- Implementation of engagement activities for the Spare the Air Youth and 2023 Bike to Wherever/Work Day programs

Public Information

- Establishment and implementation of a digital communications and engagement program
- Continued updates to MTC website to improve user experience for those who navigate with assistive technologies, visit site on a mobile device or read languages other than English
- Creation and promotion of the [All Aboard Bay Area Transit](https://allaboardbayarea.com/) campaign (<https://allaboardbayarea.com/>)
- Establishment of the Bay Trail social media strategy
- Creation and implementation of digital campaign to recruit youth to participate in [the Norman Mineta Bay Area Summer Academy](https://mtc.ca.gov/jobs-contracts/job-opportunities/internships/high-school-internships) (<https://mtc.ca.gov/jobs-contracts/job-opportunities/internships/high-school-internships>)
- Support public awareness and adoption of Clipper mobile payment app with social media promotion

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Implement Rounds 1 and 2 of Plan Bay Area 2050+ Public Engagement	Staff & Consultant (TBD)	Plan Bay Area 2050+ Engagement Program	FTA 5303/ BATA RM 2/General Fund	07/15/23	06/30/24
2	Complete Round 2 of engagement on Next Generation Bay Area Freeways Study (once)	Staff & Consultant (TBD)	Finalize implementation of work plan for study's public engagement efforts (ongoing)	FTA 5303/ BATA RM 2/General Fund	06/01/23	11/30/23
3	Support implementation of Spare the Air Youth and Bike to Wherever Day engagement activities	Staff & Consultant (Alta Planning + Design; Silicon Valley Bike Coalition)	Follow prepared work plan for program engagement activities (ongoing)	FTA 5303/ BATA RM 2/General Fund	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- Conduct Rounds 1 and 2 of public engagement for Plan Bay Area 2050+, including engagement with the Bay Area's federally recognized Tribal governments and federal land management agencies. As always, MTC will continue to proactively invite the Tribes to conduct government-to-government consultation during key phases of engagement on the next iteration of Plan Bay Area, as well as on other key initiatives (e.g., the Next Generation Bay Area Freeways Study), and regional planning and programming processes.

- Complete Round 2 of public engagement for the Next Generation Bay area Freeways Study.
- Expand development and distribution of social media and video content in Spanish and Chinese as well as English.
- Continue to implement engagement activities of Spare the Air Youth and Bike to Wherever Day programs.
- Ongoing public information activities, as needed, including, but not limited to, distribution of newsletters and press releases, collateral development, press events, translations, etc.
- Support communications for all agency activities.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1113: Support the Partnership Board

Project Manager: John Saelee/Alfredo Balderamos

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 351,001	\$ 351,001	\$ -
Benefits	149,175	149,175	-
Indirect	250,088	250,088	-
Total Expenses	\$ 750,264	\$ 750,264	\$ -

Revenues	Amendment No. 1	Amendment No. 2	Change
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)	\$ 293,699	\$ 293,699	\$ -
<i>Toll Credit Match</i>	33,687	33,687	-
General Fund	456,566	456,566	-
Total Revenues	\$ 750,264	\$ 750,264	\$ -

Federal Share

39.15%

39.15%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Objectives

- Facilitate regional coordination of planning and programming issues with federal, state, regional and local agencies and transportation stakeholders.
- Consult with the Bay Area Partnership Board and its subcommittees as needed on prospective regional policy issues.

Description

Support the following Committees:

- Partnership Technical Advisory Committee
- Programming and Delivery Working Group
- Transit Finance Working Group
- Local Streets and Roads Working Group

C. Project Products

- Meeting agendas, packets, and post-meeting mailouts
- Meeting minutes
- Emails and other communications on important items, dates and programs

D. Previous Accomplishments and Links to Relevant Products

Met with Partnership and subcommittees on:

- Plan Bay Area 2050
- One Bay Area Grant (OBAG) Program
- Goods Movement Investment Strategy
- New and Ongoing State Programs including those created by Senate Bill 1
- 2022 Regional Transportation Improvement Program (RTIP)
- Performance metrics and targets
- Transit Sustainability Project
- Fund Programming and Project Delivery
- Fare Integration and Seamless Mobility
- Partnership Technical Advisory Committee Meetings
- Programming and Delivery Working Group Meetings
- Transit Finance Working Group Meetings
- Local Streets and Roads Working Group Meetings
- Staff Reports to the Committees and Working Groups

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Conduct Partnership Board Meetings	Staff	Meetings, as needed	FHWA PL/ General Fund	07/01/23	06/30/24
2	Conduct Partnership Technical Advisory Committee Meetings	Staff	Up to 3-4 meetings per year. Develop agenda and produce packet items. Coordinate and host meetings.	FHWA PL/ General Fund	07/01/23	06/30/24
3	Conduct Programming and Delivery Working Group Meetings (May be Joint Meeting with Local Streets and Roads Working Group, see Task 6)	Staff	Quarterly meetings. Develop agenda and produce packet items. Coordinate and host meetings.	FHWA PL/ General Fund	07/01/23	06/30/24

4	Conduct Transit Finance Working Group Meetings	Staff	Monthly meetings. Develop agenda and produce packet items. Coordinate and host meetings.	FHWA PL/ General Fund	07/01/23	06/30/24
5	Conduct Local Streets and Roads Working Group Meetings (May be Joint Meeting with Programming and Delivery Working Group, see Task 6)	Staff	Quarterly meetings. Develop agenda and produce packet items. Coordinate and host meetings.	FHWA PL/ General Fund	07/01/23	06/30/24
6	Conduct Joint Local Streets and Roads/ Programming and Delivery Working Group Meetings	Staff	Quarterly meetings. Develop agenda and produce packet items. Coordinate and host meetings.	FHWA PL/ General Fund	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- One Bay Area Grant implementation and updates
- Plan Bay Area 2050 Update
- Discussions of future funding opportunities
- Fare Integration
- Seamless Mobility
- Federal grant programs (such as INFRA); Cap and Trade funding; Active Transportation Program; State Grants
- Implementation of IJIA/BIL
- Other transportation funding/program development

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic

development patterns.

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1121: Regional Transportation Plan/Sustainable Communities Strategy (*Plan Bay Area*)

Project Manager: Chirag Rabari

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 1,332,224	\$ 1,332,224	\$ -
Benefits	566,195	566,195	-
Indirect	949,210	949,210	-
Consultants	6,035,901	6,035,901	-
Total Expenses	\$ 8,883,530	\$ 8,883,530	\$ -

Revenues	Amendment No. 1	Amendment No. 2	Change
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)	\$ 682,359	\$ 828,858	\$ 146,499
<i>Toll Credit Match</i>	78,267	95,070	16,803
Federal Highway Administration Planning (FHWA PL) (FY 2021-22) (Carryover)	15,526	15,526	-
<i>Toll Credit Match</i>	1,781	1,781	-
Federal Transit Administration (FTA) 5303 (FY 2021-22) (Carryover)	145,062	145,062	-
<i>Toll Credit Match</i>	16,639	16,639	-
Federal Transit Administration (FTA) 5303 (FY 2023-24)	100,000	100,000	-
<i>Toll Credit Match</i>	11,470	11,470	-
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	4,067,092	4,067,092	-
<i>Toll Credit Match</i>	466,495	466,495	-
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2021-22) (Carryover)	538,619	538,619	-
<i>Local Match - General Fund</i>	69,784	69,784	-
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2022-23)	456,407	456,407	-
<i>Local Match - General Fund</i>	59,132	59,132	-
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2023-24)	1,445,128	1,445,128	-
<i>Local Match - General Fund</i>	187,232	187,232	-
General Fund	1,117,189	970,690	(146,499)
Total Revenues	\$ 8,883,530	\$ 8,883,530	\$ -

Federal Share

56.40%

58.05%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Plan Bay Area is the long-range fiscally constrained regional plan for transportation, housing, the economy and the environment, updated every four years. Developed in compliance with federal and state regulations and guidelines, it satisfies Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) requirements for the nine-county San Francisco Bay Area.

A joint project of MTC and ABAG, Plan Bay Area is adopted by both the Commission and the ABAG Executive Board, first with the original Plan Bay Area (July 2013), Plan Bay Area 2040 (July 2017), and most recently Plan Bay Area 2050 (October 2021; see below). A limited and focused update of Plan Bay Area, Plan Bay Area 2050+, will kick off in July 2023, with an anticipated adoption date of fall 2025. Plan Bay Area will be updated in consultation with a wide range of partners, including federal, state, regional, county, local and Tribal governments, as well as community organizations, stakeholders and the public.

MTC and ABAG will strive to meaningfully engage those affected by its policies, actions and decisions and to tailor engagement efforts to the appropriate respective audience — from federal land management agencies to communities with low-incomes, from persons with disabilities to bicycle and pedestrian advocacy organizations. When developing Plan Bay Area, key in-person or virtual workshops to develop the Blueprint and Implementation Plan, as well as to scope the EIR, will actively solicit participation from these stakeholders to help shape strategies, implementation actions, and environmental analysis priorities.

As noted, MTC and ABAG will aim to meaningfully engage those affected by its policies, actions and decisions. MTC is committed to cultivating and growing collaborative partnerships with Federal Land Management Agencies to ensure that this important federal planning emphasis area is incorporated during the regional planning process.

MTC will aim to further build relationships with and engage the following relevant agencies on the development of Plan Bay Area 2050+:

- Bureau of Land Management
- Bureau of Indian Affairs
- Department of Defense
- Fish and Wildlife Service
- Forest Service
- National Park Service

C. Project Products

Development of Plan Bay Area lasts between two and four years, depending on the magnitude of each planning cycle. Products include interim deliverables such as staff memos and presentations for each element of the Plan (Transportation, Housing, Economy and Environment), and final work products such as the Plan Document, Environmental Impact Report, and Implementation Plan.

D. Previous Accomplishments and Links to Relevant Products

- Horizon: In preparation for the previous long-range plan – Plan Bay Area 2050 – MTC and ABAG developed a

new “blue sky” planning initiative known as Horizon. Over the course of roughly 18 months, Horizon explored strategies and investments for transportation, land use, economic development and environmental resilience to ensure they perform well under a suite of uncertainties – from technological changes to economic shifts.

Horizon wrapped up in fall 2019, with the Horizon Final Futures Report released in winter 2020. [All Horizon deliverables are available here](https://mtc.ca.gov/planning/long-range-planning/plan-bay-area-2050/horizon-deliverables-are-available-here): <https://mtc.ca.gov/planning/long-range-planning/plan-bay-area-2050/horizon-deliverables-are-available-here>

- Performance Assessment MTC has incorporated rigorous performance measures and monitoring in every long-range plan since 2001. For example, projects are prioritized for the long-range plan based on their performance for metrics including maximizing cost-effectiveness, advancing social equity, and aligning with regional goals. Project-level performance assessment builds upon the federal Transportation Performance Management program by prioritizing projects that improve safety, reduce congestion, and support environmental sustainability, among other factors. Key performance deliverables include [project-level performance](https://mtc.ca.gov/planning/long-range-planning/plan-bay-area-2050/horizon/project-performance-assessment) (more information here: <https://mtc.ca.gov/planning/long-range-planning/plan-bay-area-2050/horizon/project-performance-assessment>), scenario assessment through the [Futures Planning](https://mtc.ca.gov/planning/long-range-planning/plan-bay-area-2050/horizon/futures-planning) effort (more information here: <https://mtc.ca.gov/planning/long-range-planning/plan-bay-area-2050/horizon/futures-planning>), and the [Plan Bay Area 2050 Performance Report](https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Performance_Report_October_2021.pdf) (read the final report here: https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Performance_Report_October_2021.pdf).
- Plan Bay Area 2050: Plan Bay Area 2050 was adopted in October 2021 as the region’s long-range plan for transportation, housing, the economy and the environment. Its vision is to advance 35 resilient and equitable strategies to ensure the Bay Area is more affordable, connected, diverse, healthy and vibrant for all through 80+ implementation actions featured in the [Final Implementation Plan](https://www.planbayarea.org/finalplan2050). All deliverables are available here: <https://www.planbayarea.org/finalplan2050>
- Plan Bay Area 2050 Environmental Impact Report: In compliance with CEQA, the Final EIR was adopted in October 2021 alongside Plan Bay Area 2050. The EIR analyzed impacts of the land use pattern and infrastructure investments featured in Plan Bay Area 2050 and [proposed mitigation measures for all potentially significant impacts](https://www.planbayarea.org/EIR). All deliverables are available here: <https://www.planbayarea.org/EIR>
- Plan Bay Area 2050 Implementation Progress Update: In November 2022, MTC and ABAG provided the first annual implementation progress update highlighting activities supporting the 80+ implementation actions adopted as part of Plan Bay Area 2050 and detailing [key implementation focus areas for 2023](https://planbayarea.org/implementation). All deliverables are available here: <https://planbayarea.org/implementation>.
- Introducing Plan Bay Area 2050+ and Transit 2050+: In December 2022, MTC and ABAG provided an overview of anticipated priorities and the timeline for a focused update to Plan Bay Area – Plan Bay Area 2050+ - as well as the opportunity to integrate more robust connected network planning through an effort known as [Transit 2050+](http://mtc.legistar.com/gateway.aspx?M=F&ID=2a58be5a-1e7b-4dcf-9c50-240cf5505023.pdf). [An overview presentation](http://mtc.legistar.com/gateway.aspx?M=F&ID=2a58be5a-1e7b-4dcf-9c50-240cf5505023.pdf) can be found here: <http://mtc.legistar.com/gateway.aspx?M=F&ID=2a58be5a-1e7b-4dcf-9c50-240cf5505023.pdf>.
- Deliverables from these previous accomplishments include regular committee memos and presentations, such as those presented to the Joint MTC Planning Committee with the ABAG Administrative Committee. [Past meeting materials](https://mtc.ca.gov/about-mtc/committees/interagency-committees/joint-mtc-planning-committee-abag-administrative-committee#past) can be found here: <https://mtc.ca.gov/about-mtc/committees/interagency-committees/joint-mtc-planning-committee-abag-administrative-committee#past>

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Develop a fall 2023 Implementation Plan update to relevant MTC/ABAG committees, in concert with Vital Signs team and units throughout the MTC/ABAG organization.	Staff	- Staff memo - Presentation (once)	FHWA PL/FTA 5303	07/01/23	11/30/23
2	Review and analyze proposed bills and regulations on long-range planning processes at the federal and state levels. <i>(Frequency depends on quantity of bills and regulations)</i>	Staff	- Staff memos (as needed) - Presentations (as needed)	FHWA PL/FTA 5303	07/01/23	06/30/24
3	As-needed, develop amendment(s) and administrative modification(s) to Plan Bay Area 2050. <i>(Task will only occur if Commission requests an amendment or administrative modification)</i>	Staff	- Administrative amendments (as needed)	FHWA PL/FTA 5303	07/01/23	06/30/24
4	Track and report the implementation progress of regionally significant transportation projects and programs. <i>(Frequency anticipated to be at least once annually)</i>	Staff	- Reporting documentation, likely a web-based tool	FHWA PL/FTA 5303	07/01/23	06/30/24

5	Engage with state and county partners to ensure compatibility between Plan Bay Area 2050 strategies and state and county-wide initiatives, including collaboration with County Transportation Agencies on relevant plans and relevant stakeholders on Plan consistency determinations. <i>(Frequency anticipated to be multiple times per quarter)</i>	Staff	- Memos (as needed) - Presentations (as needed)	FHWA PL/FTA 5303	07/01/23	06/30/24
6	Provide technical and policy support on transportation climate resilience as part of Plan Bay Area 2050+. <i>(Frequency anticipated to be higher in Q1 and Q2 during Draft Blueprint phase)</i>	Consultant (BCDC)	- Memos (as needed) - Presentations (as needed)	STBG	07/01/23	06/30/24
7	Develop draft needs & revenue analyses for Plan Bay Area 2050+.	Staff	- Staff memos - Presentations	FHWA PL/FTA 5303/ STBG/ General Fund	07/01/23	12/31/23
8	Develop final needs & revenue analyses for Plan Bay Area 2050+.	Staff	- Staff memos - Presentations	FHWA PL/FTA 5303/ STBG/ General Fund	01/01/24	06/30/24
9	Update or reaffirm core long-range planning assumptions including Regional Growth Forecast and refinement of exogenous forces for Draft Blueprint.	Staff	- Staff memos - Presentations (as needed)	General Fund	07/01/23	12/31/23

10	Make any other further revisions to core long-range planning assumptions including Regional Growth Forecast and refinement of exogenous forces for Final Blueprint.	Staff	- Staff memos - Presentations (as needed)	General Fund	01/01/24	06/30/24
11	Develop Draft Blueprint strategy revisions for Plan Bay Area 2050+.	Staff	- Staff memos - Presentations	FHWA PL/FTA 5303	07/01/23	01/31/24
12	Develop Final Blueprint strategy revisions for Plan Bay Area 2050+.	Staff	- Staff memos - Presentations	FHWA PL/FTA 5303	03/01/24	06/30/24
13	Conduct equity and performance analyses for Plan Bay Area 2050+ Draft Blueprint.	Staff	- Staff memos - Presentations (as needed)	FHWA PL/FTA 5303	07/01/23	04/30/24
14	Update/revise project information for key Plan Bay Area 2050+ transportation and resilience projects, in coordination with stakeholders. <i>(Project information slated to be updated in two phases in summer/fall 2023 and early 2024)</i>	Staff	- Correspondence - Staff memos - Presentations (as needed)	FHWA PL/FTA 5303/General Fund	07/01/23	06/30/24
15	Engage in outreach with technical stakeholders through a variety of mechanisms and elected officials through relevant MTC/ABAG committees as part of Plan Bay Area 2050+.	Staff	- Correspondence (as needed) - Staff memos - Presentations (as needed) - Meeting agendas and notes	General Fund	07/01/23	06/30/24

16	Develop and refine Plan Bay Area 2050+ Technical Methodology for submission to California Air Resources Board (CARB). <i>(Frequency anticipated to be two to four times over the course of the fiscal year)</i>	Staff	- Correspondence - Staff memos - Presentations (as needed)	General Fund	07/01/23	06/30/24
17	Prepare for Plan Bay Area 2050+ Environmental Impact Report (EIR) with a focus on consultant procurement(s), as well as data collection and analysis methodology/ processes. <i>(Specific timing of EIR consultant procurement within FY24 to be determined)</i>	Staff; Consultant (TBD)	- Staff memos (as needed) - Procurement(s)	General Fund	07/01/23	06/30/24
18	Conduct Project Performance Assessment for Transit 2050+/Plan Bay Area 2050+	Consultant	Final report and committee materials on Project Performance Assessment methodology and findings (once)	FHWA PL/FTA 5303	07/01/23	03/31/24
19	Conduct Network Performance Assessment for Transit 2050+/Plan Bay Area 2050+	Consultant	Final report and committee materials on Network Performance Assessment methodology and findings (once)	FHWA PL/FTA 5303	01/01/24	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- As needed, develop amendment(s) and administrative modification(s) to Plan Bay Area 2050.
- Adopt Final Blueprint strategies for analysis as part of Plan Bay Area 2050+.

- Release Notice of Preparation (NOP) and conduct scoping for Plan Bay Area 2050+ EIR.
- Kick off Plan Bay Area 2050+ Implementation Plan process and engage with key partners/stakeholders as well as the public and elected officials as part of Implementation Plan development.
- Release Final Blueprint outcomes and adopt Preferred EIR Alternative.
- Release Draft Plan Bay Area 2050+ Plan Document, EIR, and Implementation Plan.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

FY 2023-24 Senate Bill 1 (SB1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2023-24, SB1 Planning Formula Funds will support staff efforts to make updates to the Equity Priority Communities (formerly referred to as Communities of Concern) framework used in current and future Plan Bay Area iterations, as well as by MTC/ABAG and partners for funding and operations purposes. SB 1 Planning Formula Funds will also support overall project management duties for the long-range regional plan, as well as staff efforts to develop off-model calculators to calculate the emission-reduction benefits of key climate-related strategies included in Plan Bay Area 2050+ to achieve emissions reductions targets set by the state. Additionally, SB1 will support updating the Growth Geographies for Plan Bay Area 2050+, which will include evaluating submissions from local jurisdictions to establish new, or modify the boundaries of existing,

Priority Development Areas (PDAs). The new Growth Geographies will be presented to MTC/ABAG for adoption and incorporated into the Regional Growth Framework for Plan Bay Area 2050+.

Plan Bay Area is the long-range fiscally constrained regional plan for transportation, housing, the economy and the environment, updated every four years. Developed in compliance with federal and state regulations and guidelines, it satisfies RTP and SCS requirements for the nine-county San Francisco Bay Area. Plan Bay Area is updated in consultation with federal, state, regional, county, local and Tribal governments, as well as community organizations, stakeholders and the public. The Equity Priority Communities (EPC) refresh will explore potential revisions to the EPC methodology and framework, with a focus on producing a Phase 1 deliverable of updated EPC geographies. This refresh will support the “Equity and Justice40 in Transportation Planning” federal planning emphasis area by working to advance racial equity and support for underserved and disadvantaged communities.

B. Project Products

Presentations, memoranda, maps, data layers, and approved Commission resolutions.

C. Previous Accomplishments

Began process of soliciting updates to Priority Development Areas (PDAs) and began updating Transit-Rich Areas and High-Resource Areas with latest available data.

D. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Develop options for future Equity Priority Communities framework and seek input from stakeholders.	Staff; Consultant	- Memos - Presentations - Maps and/or data analyses (as needed)	SB1/ General Fund	07/01/23	06/30/24
2	Refine and adopt new geographies for Equity Priority Communities for Plan Bay Area 2050+ and future MTC/ABAG initiatives.	Staff; Consultant	- Memos - Presentations - Maps and/or data analyses (as needed)	SB1/ General Fund	07/01/23	06/30/24
3	Develop, manage, and monitor progress on the overall work plan and schedule for Plan Bay Area 2050+	Staff	- Memos - Presentations	SB1/ General Fund	07/01/23	06/30/24

4	Develop off-model calculators to calculate the emissions reduction benefits of key climate-related strategies in Plan Bay Area 2050+ Environment Element	Staff; Consultant (TBD)	- Calculator spreadsheets - Memos (as needed) - Presentations (as needed)	SB1/ General Fund	07/01/23	06/30/24
5	Update Growth Geographies for Plan Bay Area 2050+	Staff	Adoption of new and/or modified Growth Geographies	SB1/ General Fund	07/01/23	12/31/23

FY 2022-23 Senate Bill 1 (SB1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2022-23, SB1 Planning Formula Funds will support staff efforts to solicit updates to the Regional Growth Geographies- Priority Development Areas, Priority Production Areas, Priority Conservation Areas, Transit-Rich Areas, and High Resource Areas. These growth geographies help guide regional transportation and development decisions and play a central role in informing numerous agency efforts, including long range planning, programming decisions around the One Bay Area Grant (OBAG) and Regional Early Action Planning (REAP) grant program, and the Transit-Oriented Communities (TOC) Policy. The Growth Geographies will also help inform future funding and financing decisions of the Bay Area Housing Finance Authority (BAHFA).

B. Project Products

Presentations, maps, data layers, and approved Commission resolutions.

C. Previous Accomplishments

No previous accomplishments using SB1 funds.

D. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Solicit updates to Priority Development Areas, Priority Production Areas, and if relevant, Priority Conservation Areas in advance of Plan Bay Area 2050 Update.	Staff	- Staff memo - Presentation - Materials for local jurisdictions	SB 1/ General Fund	03/01/23	06/30/23

2	Begin updating Transit-Rich Areas and High-Resource Areas with latest available data in advance of Plan Bay Area 2050 Update.	Staff	- Maps/data layers (ongoing)	SB 1/ General Fund	04/01/23	06/30/23
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FY 2021-22 Senate Bill 1 (SB1) Sustainable Communities Formula Funds

A. Project Description

This project has been carried over into FY 2022-23.

In fiscal year 2021-22, SB1 Planning Formula Funds will provide funding to make updates to the Equity Priority Communities (formerly referred to as Communities of Concern) framework used in current and future Plan Bay Area iterations, as well as by MTC/ABAG and partners for funding and operations purposes.

MTC/ABAG updated the nomenclature for these equity priority areas, which identify communities with above-average shares of low-income populations and/or communities of color. This was an important first step — to avoid terminology that may be viewed as outdated or patronizing — but there are also valid critiques about the quantitative framework used to identify these communities, which requires a longer process of deep data analyses and engagement. This project, envisioned to last throughout much of calendar year 2022, would explore potential revisions to the Equity Priority Communities methodology and framework and vet a revised approach with stakeholders and the public. Because the process will not kick off until spring or summer 2022, future tasks will be reflected in the FY23 work plan; FY22 tasks are focused on peer reviews, data analyses, and initial stakeholder engagement activities.

Initial stakeholder and public engagement feedback, received during the Plan Bay Area 2050 process in 2020 and 2021, can form an initial foundation for this project. When complete, the project is intended to feed into the next update to Plan Bay Area (Plan Bay Area 2050+), which is anticipated to begin in 2023.

B. Project Products

- Peer review memo and slides summarizing other agencies' approaches to identify equity communities
- Data analyses, including maps, data tables, slides and/or memos, to support discussions on equity communities
- Stakeholder materials to support discussions on how to move forward with re-envisioning Equity Priority Communities

C. Previous Accomplishments and Links to Relevant Products

No previous accomplishments using SB1 funds.

D. Work Plan (FY 2021-22)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will work with consultants (TBD) to conduct a review of peer agencies' approaches to identify equity communities and assess tradeoffs.	Consultant	- Presentation - Memo	SB1/ General Fund	03/01/22	06/30/23
2	Staff will work with consultants (TBD) to conduct data analyses to support discussions on equity communities.	Consultant	- Maps - Data tables - Presentation - Memo	SB1/ General Fund	03/01/22	06/30/23
3	Staff will work with consultants (TBD) to engage with working groups and committees to begin discussions of key priorities in the redesign of Equity Priority Communities.	Consultant	- Committee items - Memos - Presentations	SB1/ General Fund	05/01/22	06/30/23

FY 2020-21 Senate Bill 1 (SB1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2020-21, SB1 Planning Formula Funds will provide funding to enhance the digital tool – an online platform for seeking feedback on policy decisions related to Plan Bay Area 2050 – and to develop the Plan Bay Area 2050 Implementation Plan.

Plan Bay Area 2050 will expand upon the successful Action Plan from Plan Bay Area 2040 to create a wide-ranging Implementation Plan for transportation, housing, the economy, and the environment. The Implementation Plan will focus on the next four years of implementing actions that MTC/ABAG can lead or partner on to advance the bold 30-year strategies from the Final Plan Bay Area 2050.

B. Project Products

- Meeting materials for Implementation Plan development
- Implementation Plan for Plan Bay Area 2050

C. Previous Accomplishments and Links to Relevant Products

[Final Implementation Plan](#) and associated public engagement is now complete; final deliverables are available at:

<https://www.planbayarea.org/2050-plan/final-implementation-plan>.

D. Work Plan (FY 2020-21)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will develop an Implementation Plan focused on shorter-term actions to implement Plan Bay Area 2050.	Staff	Implementation Plan and annual updates Meeting agendas & notes	SB1/ General Fund	07/01/20	11/30/22

Work Element 1122: Analyze Regional Data Using GIS and Planning Models

Project Manager: Kearey Smith/Lisa Zorn

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 3,008,324	\$ 3,008,324	\$ -
Benefits	1,278,538	1,278,538	-
Indirect	2,143,431	2,143,431	-
Consultants	2,759,401	2,759,401	-
Total Expenses	\$ 9,189,694	\$ 9,189,694	\$ -

Revenues	Amendment No. 1	Amendment No. 2	Change
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)	4,617,161	4,617,161	-
<i>Toll Credit Match</i>	529,588	529,588	-
Federal Highway Administration Planning (FHWA PL) (FY 2022-23) (Carryover)	95,156	95,156	-
<i>Toll Credit Match</i>	10,914	10,914	-
Federal Transit Administration (FTA) 5303 (FY 2023-24)	1,446,961	1,446,961	-
<i>Toll Credit Match</i>	165,966	165,966	-
Federal Transit Administration (FTA) 5303 (FY 2021-22) (Carryover)	335,203	335,203	-
<i>Toll Credit Match</i>	38,448	38,448	-
Bay Area Air Quality Management District (BAAQMD)	274,461	274,461	-
Bay Area Infrastructure Financing Authority (BAIFA)	150,000	150,000	-
Bay Area Toll Authority (BATA) Reimbursement	150,000	150,000	-
High Occupancy Vehicle (HOV) Lane Fines	62,570	62,570	-
General Fund	2,058,182	2,058,182	-
Total Revenues	\$ 9,189,694	\$ 9,189,694	\$ -

Federal Share

70.67%

70.67%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Develop, maintain and implement robust analytical tools capable of supporting all manner of agency activities, including regional planning, federal and state air quality conformity; federal, state and regional equity analyses;

regional project performance assessment and federal and state performance monitoring; and federal, state and regional scenario analysis.

Develop, maintain and implement robust mapping tools and data capable of supporting all manner of agency activities, including communicating with key stakeholders in an efficient, effective and engaging manner.

Federal and state air quality statutes rely heavily on regional travel demand models and other analytical tools to forecast the impact of transportation projects and policies on the environment. MTC, as the Metropolitan Planning Organization (MPO), must use analytical tools that meet the requirements of these statutes. MTC uses the regional travel model, a regional land use model, as well as GIS tools to perform this work.

California Senate Bill 375 requires MPOs to develop a Sustainable Communities Strategy as part of the Regional Transportation Plan that meets greenhouse gas (GHG) emission targets set by the California Air Resources Board. MTC, as the MPO, is required to use both analytical and visual tools to quantify and visualize the impact of transportation projects and policies on greenhouse gas emissions.

Federal, state, regional and local governments all have a keen interest in ensuring that transportation funds are distributed in an equitable manner. MTC uses the full complement of analytical tools, including the travel model, land use model and GIS, to support robust equity analyses.

Federal, state, regional and local governments all have an interest in implementing an effective and efficient transportation system. MTC, cities, counties and transit agencies use our analytical tools and data to support project, corridor and regional level planning studies, including airport access planning.

C. Project Products

- **Model Development Documentation:** <https://github.com/BayAreaMetro/modeling-website/wiki>
- The following web pages refer to the locations on GitHub where MTC staff have posted open-source code for modeling tools that are being developed and applied to perform analysis for other agency Project Products. [GitHub](#) is a hosting service for software development and code version control. Therefore, the web pages themselves are not Project Products meant for the public to digest. Rather, staff's use of public GitHub repositories for storing this code is meant to enable fuller transparency of MTC's modeling tools and to enable greater collaboration with other agencies and consultants who work in this same space.
 - [Travel Model 1, Travel Model 1.5](https://github.com/BayAreaMetro/travel-model-one): <https://github.com/BayAreaMetro/travel-model-one>
 - [Travel Model 2.0, Travel Model 2.1](https://github.com/BayAreaMetro/travel-model-two): <https://github.com/BayAreaMetro/travel-model-two>
 - [Travel Model 2.2 and after](https://github.com/BayAreaMetro/tm2py): <https://github.com/BayAreaMetro/tm2py>
 - Travel Model 2 Network Building - [Tree Develop](https://github.com/BayAreaMetro/travel-model-two-networks/tree/develop) (<https://github.com/BayAreaMetro/travel-model-two-networks/tree/develop>); [Tree Parameters](https://github.com/BayAreaMetro/Lasso/tree/mtc_parameters) (https://github.com/BayAreaMetro/Lasso/tree/mtc_parameters); [Tree Generic Agency](https://github.com/BayAreaMetro/network_wrangler/tree/generic_agency) (https://github.com/BayAreaMetro/network_wrangler/tree/generic_agency)
- **Transit Passenger Survey Documentation:** <http://bayareametro.github.io/transit-passenger-surveys>
- **Open Data Portal:** <http://opendata.mtc.ca.gov/>
- **Bay Area Spatial Information System (BASIS):** <https://basis.bayareametro.gov>
- **Housing Element Site Selection Tool (HESS):** <https://hess.abag.ca.gov>
- **Vital Signs Data and Website:** <https://www.vitalsigns.mtc.ca.gov/>

D. Previous Accomplishments and Links to Relevant Products

Developed and applied our state of the practice regional forecast model, small area land use model and activity-based travel model in support of each component of the 2021 Regional Transportation Plan and Sustainable

Communities Strategy including our 2018-2019 Horizon initiative as well as the Draft and Final Blueprint analysis performed in 2020–2021.

- [Plan Bay Area 2050 Regional Growth Forecast \(July 2020\):](https://www.planbayarea.org/sites/default/files/Plan_Bay_Area_2050_-_Regional_Growth_Forecast_July_2020v2DV.pdf)
https://www.planbayarea.org/sites/default/files/Plan_Bay_Area_2050_-_Regional_Growth_Forecast_July_2020v2DV.pdf
- [Plan Bay Area 2050 Project Performance Findings \(Nov 2019\):](https://mtc.ca.gov/sites/default/files/ProjectPerformance_FinalFindings_Jan2020.pdf)
https://mtc.ca.gov/sites/default/files/ProjectPerformance_FinalFindings_Jan2020.pdf
- [Plan Bay Area 2050 Draft Blueprint Findings \(July 2020\)](https://www.planbayarea.org/draftplan2050;) and [Draft Plan Bay Area 2050:](https://www.planbayarea.org/sites/default/files/pdfs_referenced/PBA2050_Draft_BPOutcomes_071720.pdf)
<https://www.planbayarea.org/draftplan2050;>
https://www.planbayarea.org/sites/default/files/pdfs_referenced/PBA2050_Draft_BPOutcomes_071720.pdf
- [Plan Bay Area 2050 Final Blueprint Findings \(Dec 2020\):](https://www.planbayarea.org/sites/default/files/FinalBlueprintRelease_December2020_Compendum_Jan2021_Update.pdf)
https://www.planbayarea.org/sites/default/files/FinalBlueprintRelease_December2020_Compendum_Jan2021_Update.pdf
- [Plan Bay Area 2050 Draft Modeling Supplemental Report \(May 2021\):](https://www.planbayarea.org/sites/default/files/documents/2021-05/Draft_PBA2050_Forecasting_Modeling_Report_May2021.pdf)
https://www.planbayarea.org/sites/default/files/documents/2021-05/Draft_PBA2050_Forecasting_Modeling_Report_May2021.pdf
- [Plan Bay Area 2050 Final Modeling Supplemental Report \(Oct 2021\):](https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf)
https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf
- Successfully collected consistent [on-board survey data](http://bayareametro.github.io/transit-passenger-surveys/) from more than 15 regional transit operators (note: this work was paused during 2020 and COVID-19) (<http://bayareametro.github.io/transit-passenger-surveys/>)
- Performed [2018-2019 travel diary survey](https://mtc.ca.gov/planning/transportation/regional-transportation-studies/bay-area-transportation-study) to collect data from users and non-users of ride-hailing services in the San Francisco Bay Area; the survey informs behavioral trade-offs for incorporation into travel modeling and analysis: <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/bay-area-transportation-study>
- Developing, in cooperation with peer MPOs, an efficient, maintainable open-source activity-based travel model platform ([ActivitySim](https://activitysim.github.io/): <https://activitysim.github.io/>)
- Maintain online [searchable GIS data can be found in our data portal](http://opendata.mtc.ca.gov/) (<http://opendata.mtc.ca.gov/>)
- Supported [MTC's Vital Signs effort with an online data portal](http://open-data-demo.mtc.ca.gov/) (http://open-data-demo.mtc.ca.gov)
- Creating or are developing the following web-based tools: regional transportation plan project database, parking data inventory tool, residential housing permits, a traffic count database, Bay Area Spatial Information System, resiliency and emergency preparedness tools, and an asset management tool
- Developed and maintain online Master Data Management tool and data management modules for use in Bay Area Spatial Information System ([BASIS](https://basis.bayareametro.gov/) — https://basis.bayareametro.gov)
- Updated several key regional datasets used in support of several regional planning programs including Plan Bay Area 2050
- Manage ongoing annual residential housing permit data updates in BASIS
- Developed and maintained [Housing Element Site Selection Tool \(HESS\)](https://hess.abag.ca.gov/) — https://hess.abag.ca.gov) to assist local jurisdictions with the development of site inventories that comply with state requirements and to lift up best practices at the regional scale
- Successfully integrated a spatial economic model with the travel model to forecast land development patterns (including the impact of transportation on land development outcomes)
- Collaboratively researched future mobility trends and estimated potential impacts

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will support agency planning activities with technical analysis, visual data summaries, and web-based tools to facilitate collaboration, information collection and dissemination.	Staff	Maps, technical memos, reports, interactive mapping applications and presentations (ongoing)	FHWA PL/FTA 5303/ General Fund	07/01/23	Ongoing
2	Staff will manage and maintain GIS base map databases used by Bay Area Transportation Agencies.	Staff	Data, online tools (ongoing)	FHWA PL/FTA 5303/ General Fund	07/01/23	Ongoing
3	Staff will manage, maintain, and efficiently share all geo-spatial data associated with the Transportation Improvement Plan and the RTP/SCS.	Staff	Maps, technical memos, reports, interactive mapping applications and presentations (ongoing)	FHWA PL/FTA 5303	07/01/23	06/30/24
4	Staff will conduct a regional “snapshot” onboard transit passenger survey to gather information about transit ridership and how it has been affected by COVID. This data will inform travel modeling, planning and research, and the work will be done in partnership with transit operators. Data collection in fall 2023.	Staff/ Consultant (Corey, Canapary & Galanis)	Survey summary reports (as needed), compiled database	FHWA PL/FTA 5303/ General Fund	07/01/23	06/30/24
5	Staff, working with a consultant team (Resource Systems Group, Inc.) and other partners, will begin work on a continuous regional household travel survey to inform travel modeling, planning and research. Data collection in fall 2023 reports delivered in 2024.	Staff/ Consultant (Resource Systems Group, Inc.)	Survey summary reports (as needed), compiled database	FHWA PL/FTA 5303/ General Fund	07/01/23	05/30/24

6	Staff will continue to develop a regional land use database in support of housing and transportation planning coordination efforts. Staff plan for 3 or more releases of these datasets within FY23-24.	Staff	Maps, technical memos, reports, interactive mapping applications and presentations (ongoing)	General Fund	07/01/23	06/30/24
7	Staff will continue to develop the Housing Data and Analysis Tools in support of the REAP Technical assistance efforts.	Staff	Maps, technical memos, reports, interactive mapping applications and presentations (ongoing)	General Fund	07/01/23	06/30/24
8	Staff, in concert with a consultant team (WSP) will continue to develop the next generation travel model (TM 2) for the Regional Transportation Plan and other applications. This model includes much higher spatial resolution as well as the integration of new assignment software. Staff plan for 1 to 2 releases of the model in FY23-24.	Staff/ Consultant (WSP)	Technical memos, reports, presentations, and code updates on GitHub (ongoing)	FHWA PL/FTA 5303	07/01/23	06/30/24
9	Staff, in concert with a consultant bench will continue to update the land use allocation model, Bay Area UrbanSim, for the next Regional Transportation Plan, including incorporating travel model compatibility updates, addressing forecast volatility, model calibration, validation and sensitivity analysis, and policy updates. Staff plan for 1 to 2 releases of the model in FY23-24.	Staff/ Consultant (TBD)	Technical memos, reports, presentations, and code updates on GitHub (ongoing)	General Fund	07/01/23	06/30/24

10	Staff will continue analyses on the Bay Area economy and demographics, including but not limited to analyses with the REMI economic model, to produce the Regional Growth Forecast for the 2050 Plan.	Staff	Technical memos, reports, presentations (likely 1-2 total for all)	General Fund	07/01/23	12/31/23
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F. Anticipated Future Activities (FY 2024-25)

- Continue supporting the modeling efforts of partner agencies (e.g., BART's Link21 study) as well as County Transportation Agencies who are moving towards adopting MTC/ABAG modeling tools
- Continue development and application of MTC/ABAG modeling tools (small area land use model and the travel model) for the next Regional Transportation Plan/Sustainable Communities Strategy

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1124: Regional Goods Movement

Project Manager: Adam Crenshaw/Adam Noelting

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 15,104	\$ 15,104	\$ -
Benefits	6,419	6,419	-
Indirect	10,762	10,762	-
Total Expenses	\$ 32,286	\$ 32,286	\$ -

Revenues	Amendment No. 1	Amendment No. 2	Change
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)	\$ 32,286	\$ 32,286	\$ -
<i>Toll Credit Match</i>	3,703	3,703	-
Total Revenues	\$ 32,286	\$ 32,286	\$ -

Federal Share

100.00%

100.00%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Implement the Regional Goods Movement Investment Strategy: In 2018, the MTC Commission adopted the Regional Goods Movement Investment Strategy, a ten-year prioritized set of projects and programs. Staff also began the development of an update to this Investment Strategy in 2023. MTC will work to monitor the delivery of projects and programs included in these investment strategies. A specific focus will be the allocation of Regional Measure 3 funds upon their availability. MTC will endorse projects from this strategy for state and federal discretionary funding sources. MTC will work with Bay Area County Transportation Agencies (CTAs), the Bay Area Air Quality Management District, and Ports on delivering community protection projects.

Continue to monitor/support statewide goods movement planning efforts and funding initiatives: MTC will continue to participate in the California Freight Advisory Committee (CFAC), which continues to meet quarterly to guide development of the California Freight Mobility Plan (CFMP) and other state initiatives. MTC will continue to participate in statewide planning efforts related to federal freight formula funding, including the prioritization of Critical Urban and Rural Corridors and the Freight Investment Plan. MTC will continue to coordinate with local partners on prioritization of project proposals for new SB1 funding programs, especially the Trade Corridor Enhancement Program. MTC will continue to participate in Caltrans Comprehensive Multimodal Corridor Planning.

Continue mega-regional coordination, in alignment with the Goods Movement Efficiency and Competitiveness in Northern California Megaregion Study. MTC led the Study in coordination with San Joaquín Council of Governments, Sacramento Area Council of Governments, Association of Monterey Bay Governments (AMBAG), and Caltrans. The study was completed in June 2019, and MTC staff and partners continue to communicate and

implement the study's findings, including identification and prioritization of project proposals for state funding programs.

Regional Airport and Seaport Planning: Convene Regional Airport Planning Committee (RAPC) or Seaport Planning activities, as needed. Participate in the Seaport Planning Advisory Committee to update the [San Francisco Bay Area Seaport Plan](https://bcdcc.ca.gov/BPA/BPASeaportPlan.html) (<https://bcdcc.ca.gov/BPA/BPASeaportPlan.html>). Consider potential impacts related to passenger and freight volumes at the region's three major airports.

C. Project Products

- Endorsements and letters of support for projects seeking state and federal discretionary funding sources
- Update to the Regional Goods Movement Investment Strategy

D. Previous Accomplishments and Links to Relevant Products

[Improving Goods Movement Efficiency and Competitiveness in Northern California Megaregion Study](https://mtc.ca.gov/planning/transportation/regional-transportation-studies/northern-california-mega-region-goods) (June 2019) — <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/northern-california-mega-region-goods>

[Goods Movement Investment Strategy \(January 2018\)](https://mtc.ca.gov/news/mtc-adopts-10-year-investment-strategy-goods-movement) — <https://mtc.ca.gov/news/mtc-adopts-10-year-investment-strategy-goods-movement>

[Regional Goods Movement Plan adoption \(February 2016\)](https://mtc.ca.gov/planning/transportation/san-francisco-bay-area-goods-movement-plan) — <https://mtc.ca.gov/planning/transportation/san-francisco-bay-area-goods-movement-plan>

[Freight Emission Reduction Plan \(Fall 2017\)](http://2040.planbayarea.org/files/2020-02/Freight_Emis_Redctn_Action_Plan_PBA2040_Supplemental%20Report_7-2017.pdf) — http://2040.planbayarea.org/files/2020-02/Freight_Emis_Redctn_Action_Plan_PBA2040_Supplemental%20Report_7-2017.pdf

Regional Airport System Planning Analysis Update 2011 (September 2011)

[San Francisco Bay Area Seaport Plan \(Amended through December 2011\)](https://bcdcc.ca.gov/seaport/seaport.pdf) — <https://bcdcc.ca.gov/seaport/seaport.pdf>

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Continue to monitor and support statewide goods movement planning efforts and funding initiatives	Staff	<p>Participate in the California Freight Advisory Committee.</p> <p>Participate in statewide planning efforts related to federal freight formula funding, including the prioritization of Critical Urban and Rural Corridors and the Freight Investment Plan.</p> <p>Coordinate with local partners on prioritization of project proposals for new SB1 funding programs, especially the Trade Corridor Enhancement Program.</p> <p>Participate in Caltrans Comprehensive Multimodal Corridor Planning.</p>	FHWA PL	07/01/23	06/30/24

2	Support regional goods movement planning and implementation efforts, including Plan Bay Area 2050 implementation actions	Staff	<p>Participate in quarterly meetings of the regional Goods Movement Executive Team.</p> <p>Support and assist partner agencies in applications for state and federal funding for goods movement plans and projects.</p> <p>Coordinate with other regional agencies (BCDC and BAAQMD) on goods movement planning and activities.</p> <p>Participate in state and local goods movement planning activities within the region.</p> <p>Finalize the 2023 Update to the Regional Goods Movement Investment Strategy</p>	FHWA PL	07/01/23	06/30/24
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F. Anticipated Future Activities (FY 2024-25)

Potentially update the Regional Goods Movement Investment Strategy in concert with Bay Area CTAs, Ports (both Maritime and Aviation), Bay Area Air Quality Management District (BAAQMD), and Caltrans.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1125: Active Transportation Planning

Project Manager: Kara Oberg

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 187,280	\$ 179,888	\$ (7,392)
Benefits	79,594	76,452	(3,142)
Indirect	133,437	128,170	(5,267)
Consultants	5,000,000	5,000,000	-
Total Expenses	\$ 5,400,311	\$ 5,384,510	\$ (15,801)

Revenues	Amendment No. 1	Amendment No. 2	Change
Federal Highway Administration Planning (FHWA PL) (FY 2022-23) (Carryover) - Complete Streets Bipartisan Infrastructure Law	130,429	130,429	-
Federal Highway Administration Planning (FHWA PL) (FY 2023-24) - Complete Streets Bipartisan Infrastructure Law	269,882	254,081	(15,801)
Surface Transportation Block Grant (STBG) - New	5,000,000	5,000,000	-
<i>Toll Credit Match</i>	573,500	573,500	-
Total Revenues	\$ 5,400,311	\$ 5,384,510	\$ (15,801)

Federal Share

100.00%

100.00%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

This Work Element supports implementation of two Plan Bay Area 2050 Strategies, which include “Build a Complete Streets Network” and “Advance Regional Vision Zero.” The implementation of these strategies has been carried out through the region’s first Active Transportation (AT) Plan, the updated Complete Streets Policy ([Resolution 4493](https://mtc.ca.gov/sites/default/files/documents/2022-05/Resolution-4493_approved.pdf)) (https://mtc.ca.gov/sites/default/files/documents/2022-05/Resolution-4493_approved.pdf) and the [Regional Active Transportation Network](https://mtc.maps.arcgis.com/apps/mapviewer/index.html?webmap=8c0efbb322804b06ba8820f1672bd79f) (<https://mtc.maps.arcgis.com/apps/mapviewer/index.html?webmap=8c0efbb322804b06ba8820f1672bd79f>).

The goal of MTC’s Complete Streets (CS) Policy is to ensure people biking, walking, rolling and taking transit are safely accommodated within the transportation network. This policy works to advance regional Plan Bay Area policies including mode shift, safety, equity, VMT and greenhouse gas emission reductions, as well as support national, state and local compliance with applicable CS- related laws, policies and standards. This is primarily accomplished by requiring a Complete Streets checklist from projects seeking discretionary funding or funding endorsements from MTC.

In 2023-2024 staff will begin to implement the AT Plan 5-Year Implementation Plan, which will include improving active transportation data, managing a technical assistance program as well as monitoring CS Policy and AT Network implementation.

This work element fulfils the 2.5% PL Complete Streets requirement.

C. Project Products

The products include an Active Transportation (AT) Story Map and document and The AT Plan 5-Year Implementation Plan, which will include the launch of an Active Transportation Technical Assistance Program, and a Complete Streets Checklist database.

D. Previous Accomplishments

In the past year, accomplishments include:

- Updating and adopting the Complete Streets Policy, Resolution 4493
- Creating and adopting a Regional Active Transportation Network
- Finalizing Regional Bicycle and Pedestrian Counts Factor Groups
- Hosting Active Transportation Working Group meetings.

More information about the [Active Transportation Working Group](https://mtc.ca.gov/about-mtc/committees/interagency-committees/active-transportation-working-group#past), including past meetings can be found here: <https://mtc.ca.gov/about-mtc/committees/interagency-committees/active-transportation-working-group#past>

More information about [MTC's Active Transportation Plan](https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan) can be found here: <https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan>

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff the Active Transportation Working Group (ATWG) (ongoing)	Staff	Bi-monthly staff reports, presentation, materials Bi-monthly meeting agendas and notes	FHWA PL/FTA 5303	07/01/23	06/30/24
2	Implement the Active Transportation (AT) Plan 5-Year Implementation Plan. This will involve carrying out actions in several categories, including funding, technical assistance, coordination and data.	Staff	Work products will vary based on specific actions but will include the development and execution of a regional AT technical assistance	FHWA PL/FTA 5303/STBG	07/01/23	06/30/24

			program, further development of a Complete Streets checklist platform, curriculum and agendas for workshops, project funding lists and other reports.			
3	Implement Complete Streets (CS) Policy Update by creating a CS Checklist database and form. The form will be reviewed and assessed for projects requesting funding or endorsements for regional discretionary funding.	Staff	User-friendly platform and form to enter data collected from the New CS Checklist	FHWA PL/FTA 5303	07/01/23	06/30/24
4	CS Checklist Review for projects seeking regional discretionary funding or endorsement. Staff will review forms submitted for compliance with MTC's Complete Streets Policy and will work with project sponsors and county transportation agencies with any questions or additional information needed.	Staff	Review Checklists submitted with funding applications or endorsements Annual reports (based on timing of regional discretionary funding requests) outlining any projects seeking a CS Policy exception (and other data).	FHWA PL/FTA 5303	07/01/23	06/30/24
5	Advance and administer the Regional Bicycle & Pedestrian Counts Program, taking the program further based on the factor group work completed through the AT Plan. One of the actions included in the AT Plan's 5-year Implementation Plan, is to determine the direction for the program based on the new information completed in the AT Plan.	Staff	A bike ped counter loaner program, a call for projects to fund automatic counters or other recommendation(s) to advance the program.	FHWA PL/FTA 5303	07/01/23	06/30/24

6	Create Complete Streets Policy and AT Network Implementation Technical Assistance (TA) Program. Coordinate internally to develop a technical assistance program that offers design assistance for local projects located on the AT Network so that projects can apply for capital funding. TA program will also provide assistance for completing ATP applications.	Staff	Guidelines for receiving TA and call for assistance to advance active transportation projects on the AT Network. Guidelines for receiving assistance to complete ATP applications.	STBG	07/01/23	06/30/24
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F. Anticipated Future Activities (FY 2024-25)

The major focus of this work element is implementation of the AT Plan, specifically the actions outlined in its 5-year Implementation Plan. As noted above, the key areas for implementation are funding, technical assistance, data and coordination. MTC will be working with its partners in the region to advance and implement these actions.

In addition, staff will also focus on how well MTC's new CS Policy is working and achieving its goals and objectives by evaluating data collected through the new CS Checklist, web map, and process. Staff will propose changes based on this assessment, if applicable.

Staff will also focus on implementation of projects on the AT Network with All Ages and Abilities design guidelines. A key component to achieving this is the development of the Technical Assistance program noted above, which will help local jurisdictions with design assistance and prepare them for capital grant applications. Technical Assistance Program.

Finally, staff will continue monitoring implementation of the 5-year IP implementation plan, tracking progress and reporting on identified metrics.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1127: Regional Trails

Project Manager: Toshi Shepard-Ohta/Nicola Szibbo

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 489,292	\$ 489,292	\$ -
Benefits	207,949	207,949	-
Indirect	348,620	348,620	-
Consultants	10,366,857	10,771,857	405,000
Total Expenses	\$ 11,412,718	\$ 11,817,718	\$ 405,000

Revenues	Amendment No. 1	Amendment No. 2	Change
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)	\$ 487,798	\$ 487,798	\$ -
<i>Toll Credit Match</i>	55,950	55,950	-
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	1,750,000	1,750,000	-
<i>Toll Credit Match</i>	200,725	200,725	-
2% Transit Transfer	556,767	331,944	(224,823)
5% Transit Transfer	806,636	981,636	175,000
Coastal Conservancy	4,021,383	4,021,383	-
Bay Area Toll Authority (BATA) Reimbursement	-	200,000	200,000
SFO Gap Closure Project	160,000	360,000	200,000
Exchange Fund	3,500,000	3,500,000	-
General Fund	130,134	184,957	54,823
Total Revenues	\$ 11,412,718	\$ 11,817,718	\$ 405,000

Federal Share

19.61%

18.94%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

This work element comprises grant contract management, technical assistance, planning and design, partnership building, public outreach and non-profit administration pertaining to regional trails active transportation planning and implementation. Leading with the Bay Trail Equity Strategy based on MTC's foundational Equity Platform, this work element relies on using a strategic, data-driven approach for analyzing and enhancing trail usage and ridership in the nine-county Bay Area in order to provide equitable access and connectivity for all users, especially those in Equity Priority Communities (EPCs). This work element also includes the integration of complete streets all-ages-and-abilities design principles where trail systems meet on-street networks, and/or where the development off-street trails and paths are not viable for a connected active transportation system. Coordination with Federal Land Management Agencies for the purpose of planning, designing and funding trail systems is a critical part of this work element. Addressing prominent climate change and resilience issues for trails and participating in PEL processes, such as SR-37, is also integral to the work element. This work element includes the Bay Trail, the Water Trail and other regional trails/active transportation facilities.

C. Project Products

- Gap Closure Plans/Design Guidelines/Studies/Project Development
- Bay Trail Block Grant Administration
- Water Trail Block Grant Administration
- 501(c)3 Bay Trail Non-Profit Administration & Guidance
- Bay Trail Planning and Design Technical Assistance
- Quick Build/First-last mile Improvements
- Strategic Plans and Studies
- Outreach and Engagement

D. Previous Accomplishments and Links to Relevant Products

- Completed Bay Trail Fundraising Strategy
- Completed Bay Trail Equity Strategy (Phase I)
- Procured and initiated [Bay Trail Gap Closure Implementation Plan](https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/bay-trail-gap-closure-implementation-plan) (<https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/bay-trail-gap-closure-implementation-plan>)
- Procured and initiated San Francisco Airport (SFO) Gap Study
- Initiated Bay Trail Strategic Plan procurement
- Initiated Bay Trail Design Guidelines & Toolkit 2.0 procurement
- Coordinated major project improvements on SR-37 (interim and PEL), the West Oakland Link, Lake Merritt to Bay Trail Connector, and Vallejo Bay Trail/Vine Trail
- Maintained partnerships on regionwide and local planning related to sea level rise with Bay Adapt, Doolittle Adaptation Working Group, Hayward Regional Shoreline Adaptation Master Plan, and San Francisco Bay Trail Risk Assessment and Adaptation Prioritization Plan.
- Administered Bay Trail and Water Trail grants to local partners
- Participated in Bay Area Trails Collaborative (BATC) and Collaboration for Regional Trails Initiative (CRTI)
- Maintained partnerships on Bay Trail outreach with organizations for annual and monthly events such as Bay Day, Bike to Wherever Days/Bike to Work Day, and Bay Trail Confidential
- Continued regular contact and coordination with local and regional partners related to technical assistance on the Bay Trail
- Provided administration support for the Bay Trail Non-Profit including Bay Trail Board and Bay Trail Steering Committee meetings
- Continue social media strategy implementation for Bay Trail social media accounts
- Supported Bay Trail and Bay Day events via MTC social media channels

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Bay Trail Gap Closure Implementation Plan	Staff & Consultant (Alta Planning & Design)	Draft and Final Project Priority List and GIS script, planning-level cost estimates (once)	FHWA PL/2%/5% Transit Transfer/ General Fund	07/01/23	06/30/24
2	San Francisco International Airport (SFO) Gap Study	Staff & Consultant (Fehr & Peers)	Feasibility study (once), preparation for project approval and environmental document (ongoing)	Bay Trail Non-Profit/General Fund	07/01/23	06/30/24
3	Bay Trail Strategic Plan Update	Staff & Consultant (TBD)	Initiate procurement (once); develop strategic goals, objectives, KPIs (ongoing)	STBG	07/01/23	06/30/24
4	Bay Trail Design Guidelines & Toolkit 2.0	Staff & Consultant (TBD)	Initiate procurement (once); develop the 2016 Bay Trail Design Guidelines and Toolkit with emerging trends (once)	STBG	07/01/23	06/30/24
5	Bay Trail Data Strategy	Staff & Consultant (TBD)	Internally scope project (once)	STBG	07/01/23	06/30/24
6	Bay Trail Needs and O&M Assessment	Staff & Consultant (TBD)	Internally scope project (once)	STBG	07/01/23	06/30/24
7	Bay Trail Equity Strategy (Phase III; Implementation Playbook)	Staff	Internally scope project (once)	STBG	07/01/23	06/30/24

8	Bay Trail Technical Assistance	Staff	Provide local agency trail design and engineering assistance, especially for Bay Trail RM 3 (as needed)	FHWA PL/STBG	07/01/23	06/30/24
9	Bay Trail Equity Strategy (Phase II)	Staff & Consultant (Bike East Bay, SVBC, SF Bike Coalition)	Conduct community in-reach with CBOs for equitable Bay Trail planning (once)	5% Transit Transfer	07/01/23	06/30/24
10	Bay Trail Design & Engineering	Staff & Consultant (TBD)	Project development and design for Bay Trail Gap Closure Implementation Plan (ongoing)	2%/5% Transit Transfer	07/01/23	06/30/24
11	Water Trail Block Grant #2 Administration	Staff	Close out Water Trail Site Improvement grants and return program to State Coastal Conservancy (once)	Coastal Conservancy	07/01/23	06/30/24
12	Bay Trail Block Grant #5 Administration	Staff	Issue and administer grant contracts to partners for Bay Trail planning, design, and/or construction work. (ongoing)	Coastal Conservancy	07/01/23	06/30/24
13	Bay Trail Block Grant #6 Administration	Staff	Issue and administer grant contracts to partners for Bay Trail planning, design, and/or construction work (ongoing)	Coastal Conservancy	07/01/23	06/30/24

14	Strengthen Partnerships	Staff	Legislator Briefings, Corporate /Stakeholder, Relationships (ongoing)	2% Transit Transfer	07/01/23	06/30/24
15	Continue to administer Bay Trail Non-Profit & provide organizational change management resources	Staff & Consultant (Potrero Group)	Clerical and administrative tasks (ongoing); organizational change management (as needed)	General Fund/ 2% Transit Transfer	07/01/23	06/30/24
16	Promote Awareness	Staff	Public education products, outreach, cartographic assistance, staff presentations, media strategy (ongoing)	General Fund	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- Continue to develop the [Bay Trail Gap Closure Implementation Plan](https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/bay-trail-gap-closure-implementation-plan) (<https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/bay-trail-gap-closure-implementation-plan>)
- Continue to develop the San Francisco Airport (SFO) Gap Study
- Kick-off and deliver tasks under Bay Trail Strategic Plan
- Kick-off and deliver tasks under Bay Trail Design Guidelines & Toolkit 2.0
- Being internal scoping (research, case study and precedent gathering) for the Bay Trail Data Strategy, Bay Trail Needs Assessment and O&M Plan, Technical Assistance and Bay Trail Equity Strategy Implementation Playbook
- Continue to administer the Bay Trail Non-Profit while working toward a sustainable independent Bay Trail non-profit
- Secure funding for quick build improvement projects along major regional corridors
- Close out Water Trail Block Grant #2 and return program to State Coastal Conservancy
- Continue to administer grants under Block Grants #5 and #6 and work to identify additional Bay Trail projects to fund with the remaining grant program funds
- Continue to provide trail planning and design technical assistance to local agencies, promote awareness and strengthen partnerships

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.

- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1128: Resilience and Hazards Planning

Project Manager: Michael Germeraad/Rachael Hartofelis

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 309,656	\$ 309,656	\$ -
Benefits	131,604	131,604	-
Indirect	220,630	220,630	-
Total Expenses	\$ 661,890	\$ 661,890	\$ -

Revenues	Amendment No. 1	Amendment No. 2	Change
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2023-24)	\$ 584,872	\$ 584,872	\$ -
<i>Local Match - General Fund</i>	75,776	75,776	-
General Fund	1,242	1,242	-
Total Revenues	\$ 661,890	\$ 661,890	\$ -

Federal Share

0.00%

0.00%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

The Bay Area faces many immediate environmental challenges: maintaining past successes in conserving ecosystems and public land while also addressing natural and climate hazards, most notably earthquakes, wildfires, landslides, floods and inundation due to sea level rise. At the same time, the Bay Area has many long-term environmental goals, as codified in Plan Bay Area 2050: reducing risks from hazards and expanding access to parks and open space, in particular. These issues and goals require a coordinated approach to address throughout the region.

Staff within the Regional Planning Program assist local governments and communities to protect the environment as well as plan for earthquakes, the effects of climate change, and other hazards. This is accomplished through research, planning and action. This work element comprises technical assistance, analysis, policy development, stakeholder engagement, as well as developing data and mapping tools pertaining to resilience, climate and conservation priorities. The work element supports implementation of many of the environmental strategies of Plan Bay Area 2050.

The following objectives drive the work of the Environmental and Resilience Program:

- Incorporate resilience and conservation planning into Plan Bay Area 2050+, and advance resilience and conservation actions outlined in the Plan Bay Area 2050 Implementation Plan.
- Work to develop a regional land use pattern and transportation system which reduces the risk from natural and climate impacts and conserves vital natural ecosystems.

- Disseminate scientific information about climate impacts and ecosystems in an understandable and usable way that facilitates good planning and policy decisions.
- Provide resources for local governments to develop and implement hazard mitigation, climate adaptation, resilience, recovery and general plans.

C. Project Products

Work products typically include memos, presentations, and — depending on the scale of the individual task — may include final deliverables in the form of a report, guidebook, curated data set, mapping tool, or other final products. To advance tasks, staff agendize and facilitate meetings and occasional workshops with federal, state, regional, local and community partners. Partner and stakeholder engagement may also take place through surveys, interactive workshop activities, or through other communications platforms.

The project will support the incorporation of resilience planning into relevant Plan Bay Area 2050+ strategies, develop a Resilience Improvement Plan, and will produce guidance resources to support Bay Area cities and counties with implementation of environment and resilience priorities, and provide feedback on forthcoming state and federal agency environment and resilience regulations and programs.

D. Previous Accomplishments and Links to Relevant Products

In fiscal year 2022-23, the Sea Level Rise Adaptation Funding and Investment Framework, which identified local adaptation projects and costs and forecast existing funding sources, was completed; this Framework also analyzed potential local and regional revenue sources to address the funding gap. See more information on the [Framework](https://mtc.ca.gov/planning/resilience/sea-level-rise-adaptation-funding-investment-framework) here: <https://mtc.ca.gov/planning/resilience/sea-level-rise-adaptation-funding-investment-framework>.

To assist local governments with Housing Element updates, work in prior fiscal years produced a range of products to help cities and counties plan future housing with climate and natural impacts in mind, including:

- Jurisdiction-scale housing risk profiles identified the scale that climate impacts overlap with housing for each city. See [Resilient Housing Element Resources](https://abag.ca.gov/our-work/resilience/planning/general-plan-resilience-updates) here: <https://abag.ca.gov/our-work/resilience/planning/general-plan-resilience-updates>
- Resource guides were produced and presented at virtual workshops to identify overlapping state requirements for resilience and housing goals, and specific wildfire policies were developed for consideration by Bay Area cities and counties. See [Wildfires – How to Preserve and Protect Housing](https://abag.ca.gov/technical-assistance/wildfires-how-preserve-protect-housing) series here: <https://abag.ca.gov/technical-assistance/wildfires-how-preserve-protect-housing>

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Create a draft needs and revenue assessment for the Plan Bay Area 2050+ Environment Element	Staff	<ul style="list-style-type: none"> - Analysis results - Technical memos - Presentations 	SB1/ General Fund	07/01/23	09/01/23

2	Develop the strategies in the Plan Bay Area 2050+ Environment Element for the Draft Blueprint	Staff	- Memos - Presentations	SB1/ General Fund	10/01/23	12/31/23
3	Support a call for adaptation projects in Plan Bay Area 2050+ in coordination with the Resilience Improvement Plan	Staff	- Coordination meetings - Adaptation project list	SB1/ General Fund	07/01/23	12/31/23
4	Coordinate resilience efforts across regional agencies, including BARC and BCDC	Staff	- Coordination meetings - Memos (as appropriate) (Ongoing throughout year)	SB1/ General Fund	07/01/23	06/30/24
5	Refine the project list from the RIP for inclusion into the Plan Bay Area 2050+ Final Blueprint	Staff	- Final project list - Memos	SB1/ General Fund	01/01/24	04/01/24
6	Create a final needs and revenue assessment for Environment Element of the Plan Bay Area 2050+ Final Blueprint	Staff	- Analysis results - Technical memos - Presentations	SB1/ General Fund	01/01/24	04/01/24
7	Make revisions to the project list in the Final Blueprint of Plan Bay Area 2050+	Staff	- Updated project list - Memos	SB1/ General Fund	01/01/24	04/01/24
8	Revise strategies in the Environment Element for the Final Blueprint of Plan Bay Area 2050+	Staff	- Memos - Presentations	SB1/ General Fund	03/01/24	06/30/24
9	Implement Plan Bay Area 2050 strategies EN1 and EN2 through regional collaboration and local technical assistance efforts	Staff	- Coordination meetings - Guidance documents - Memos	SB1/ General Fund	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- Finalize strategies for Plan Bay Area 2050+ Final Blueprint featured in the Environment Element.

- Develop implementation actions related to environmental strategies as part of Plan Bay Area 2050+ Implementation Plan.
- Adopt the Resilience Improvement Plan and pivot to the development of a broader Regional Adaptation Plan to synchronize with future Plan Bay Area cycles.
- Provide technical assistance to local government working to implement actions in their General Plan and Local Hazard Mitigation Plan.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve transportation system resiliency and reliability and reduce (or mitigate) the stormwater impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1212: Performance Measurement and Monitoring

Project Manager: Adam Noelting

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 43,170	\$ 43,170	\$ -
Benefits	18,347	18,347	-
Indirect	30,759	30,759	-
Consultants	225,000	225,000	-
Total Expenses	\$ 317,276	\$ 317,276	\$ -

Revenues	Amendment No. 1	Amendment No. 2	Change
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)	\$ 92,276	\$ 92,276	\$ -
Toll Credit Match	10,584	10,584	-
General Fund	225,000	225,000	-
Total Revenues	\$ 317,276	\$ 317,276	\$ -

Federal Share 29.08% 29.08%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Objectives

- Work with Bay Area partners and other stakeholders to identify performance measures related to transportation, land use, the environment, the economy, social equity and related issue areas for use in long-range planning and performance monitoring
- Disseminate important regional datasets through portals such as Vital Signs to track baseline indicators, increase access to data, and support the regional planning conversation
- Conduct performance assessments using a performance-based planning and programming framework to support programming decisions, including the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). See Work Element 1512 for additional information on performance-based programming in the TIP.
- Deploy and maintain national performance measures per federal performance-based planning and programming requirements
- Track regional performance towards identified RTP/SCS targets through performance monitoring data portals and reports
- Document the regional Congestion Management Process (CMP)

Description

- Performance measurement and monitoring is a central component of recent federal surface transportation authorizations. While MTC has been involved in performance-based planning and programming for more than a decade, federal requirements initiated under MAP-21 and refined under subsequent surface transportation legislation continue to enhance and evolve the agency's performance work plan.
- MTC's general approach to target-setting for federal performance measures is to support state targets, opting to set regional targets where required by statute (e.g., CMAQ performance measures) or where state targets do not align with regional goals (e.g., safety performance measures). MTC considers a number of factors when setting targets, including historical data, the anticipated impacts of new or in-progress policies, projects, and programs throughout the region, and Commission direction. Targets aim to make ambitious but attainable progress toward advancing regional goals.
- MTC works closely with Caltrans throughout the regional and state target-setting and performance monitoring processes required under the federal Transportation Performance Management program. Regional targets and performance data are shared with Caltrans based on the performance cycle specified in the federal statute, with MTC providing updates on targets and performance annually for performance measures on a one-year update cycle (PM1) and every two years for performance measures on a four-year update cycle (PM2 and PM3). Additionally, MTC provides annual performance updates to Caltrans related to transit safety and transit state of good repair, two additional sets of performance measures administered by the Federal Transit Administration. Performance is reported through the sharing of MTC documentation (e.g., memos to the MTC Planning Committee) and the completion of Caltrans-provided forms requesting performance data and supplemental information such as the status of projects and programs related to performance areas.
- While previously included in State of the System reports, MTC rebooted its work in the field of performance monitoring through the Vital Signs initiative starting in 2015. This interactive online portal for performance tracking incorporates a broad range of regional issues, including transportation, land and people, the economy, the environment and equity. The site is undergoing the first major redesign since its launch in 2015 to better serve its users with a more current, easy to use interface and technical enhancements.

C. Project Products

- Staff will continue to set targets and report to Caltrans on regional progress toward targets, as mandated by federal regulations. This includes target-setting for road safety; transit safety; transit asset management; infrastructure condition; freight movement and economic vitality; system reliability; and environmental sustainability.
- Staff will continue to report on performance related to Congestion Management and Air Quality through Baseline Performance Period Progress Reports, Midpoint Performance Period Progress Reports, and Full Performance Period Progress Reports.
- Staff will continue to assess the performance of investments included in MTC's Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). See Work Element 1512 for additional information on performance-based programming in the TIP.
- Staff will finalize a refresh of the Vital Signs website, updating the site's look and functionality to match today's best practices.
- Staff will continue to update data on the Vital Signs website and perform technical maintenance activities on the site to ensure it remains functional.
- Staff will continue to update the regionwide Congestion Management Process documentation on the MTC website.

D. Previous Accomplishments and Links to Relevant Products

- MTC has produce performance reports for efforts such as Vital Signs, State of the System, and the Congestion Management Process since the mid-1990s
- Performance Monitoring Reports (State of the System through 2009; Vital Signs from 2015 to present)
- [TIP Performance Assessment Report](https://mtc.ca.gov/funding/transportation-improvement-program/2023-tip) (since 2018; most recently in 2022). More information here: <https://mtc.ca.gov/funding/transportation-improvement-program/2023-tip>
- [STIP Performance Assessment](http://mtc.legistar.com/gateway.aspx?M=F&ID=01934c5e-faf9-4351-998d-6255ef8be6e8.pdf) (since 2002; most recently in 2021). More information at: <http://mtc.legistar.com/gateway.aspx?M=F&ID=01934c5e-faf9-4351-998d-6255ef8be6e8.pdf>
- CMAQ Baseline Performance Period Progress Report (since 2018; most recently in 2022)
- CMAQ Mid-Period Performance Period Progress Report (first report produced in 2020)
- CMAQ Full Performance Period Progress Report (first report produced in 2022)
- [Bay Area Congestion Management Process](https://mtc.ca.gov/planning/transportation/driving-congestion-environment/congestion-management-process) (since 1995; page on the MTC website summarizing the CMP completed in 2020). More information here: <https://mtc.ca.gov/planning/transportation/driving-congestion-environment/congestion-management-process>
- [Federal Transportation Performance Monitoring Activities](https://www.vitalsigns.mtc.ca.gov/targets) (ongoing since 2018). More information here: on the [Vital Signs website](https://www.vitalsigns.mtc.ca.gov/targets) <https://www.vitalsigns.mtc.ca.gov/targets> and here <https://mtc.ca.gov/planning/transportation/federal-performance-targets>
- Updates and maintenance of the [Vital Signs website](https://www.vitalsigns.mtc.ca.gov/) at <https://www.vitalsigns.mtc.ca.gov/>

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will identify 2024 federally-required safety performance targets (PM1) or commit to supporting statewide performance targets through planning and programming	Staff	Working group or committee memo on target-setting and target-setting documentation submittal to Caltrans (once)	FHWA PL/General Fund	07/01/23	02/28/24
2	Staff will identify 2024 federally-required regional transit asset management targets in coordination with transit operators	Staff	Working group or committee memo on target-setting and target-setting documentation submittal to Caltrans (once)	FHWA PL/General Fund	07/01/23	04/30/24

3	Staff will identify 2024 federally-required regional transit safety targets in coordination with transit operators	Staff	Working group or committee memo on target-setting and target-setting documentation submittal to Caltrans (once)	FHWA PL/General Fund	11/01/23	01/31/24
4	Staff will continue update to regionwide Congestion Management Process (CMP) documentation on MTC website	Staff	Webpage documenting the regional Congestion Management Process (CMP) and outcomes (ongoing)	FHWA PL/General Fund	07/01/23	06/30/24
5	Ongoing technical maintenance of Vital Signs website	Consultant (Exygy)	Vital Signs website and technical components (ongoing)	General Fund	07/01/23	06/30/24
6	Maintenance of indicators and data on Vital Signs website	Staff	Vital Signs website and underlying data (ongoing)	General Fund	07/01/23	06/30/24
7	Development of 2024 STIP Performance Report in compliance with state reporting requirements	Staff	STIP Performance Report (once)	General Fund	10/01/23	12/31/23

F. Anticipated Future Activities (FY 2024-25)

- Staff will identify 2025 federally required road safety performance targets (PM1) or commit to supporting statewide performance targets through planning and programming
- Staff will identify 2025 federally required transit safety performance targets
- Staff will identify 2025 federally required state of good repair for transit asset targets
- Staff will continue to update and maintain the Vital Signs website
- Staff will continue to update and maintain the Congestion Management Process documentation
- Staff will assess the performance of various Draft EIR alternatives for Plan Bay Area 2050+
- Staff will document performance activities for the Draft Plan Bay Area 2050+ supplemental report

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.

- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Senate Bill 1 (SB1) Sustainable Communities Formula Funds Section

SB1 Funded Projects-Previous Accomplishments

FY 17-18 – fund source number 2210

- Identify vision and goals- complete (Guiding Principles of Horizon process)
- Identify measures and targets as well as associated methodologies- complete (measures established through Horizon Futures process).

FY 18-19 – fund source number 2211

- Update Vital Signs performance monitoring data portal including incorporation of federal targets-complete
- Publish temporary pages on Vital Signs (March-August 2019) to showcase Horizon model output data and provide an opportunity for a brief survey on Horizon strategies-complete

FY 19-20 through FY 21-22

- None (no funds remaining)

Work Element 1310: Access and Mobility Planning and Programs

Project Manager: Drennen Shelton

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 320,736	\$ 320,736	\$ -
Benefits	136,313	136,313	-
Indirect	228,524	228,524	-
Consultants	11,003,526	11,003,526	-
Total Expenses	\$ 11,689,098	\$ 11,689,098	\$ -

Revenues	Amendment No. 1	Amendment No. 2	Change
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)	\$ 39,145	\$ 39,145	\$ -
<i>Toll Credit Match</i>	4,490	4,490	-
Job Access and Reverse Commute Program (JARC)	583,038	583,038	-
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	3,000,000	3,000,000	-
<i>Toll Credit Match</i>	344,100	344,100	-
California Housing Community Development (HCD) (REAP 2.0)	4,000,000	4,000,000	-
State Transit Assistance (STA)	290,488	290,488	-
State Transit Assistance (STA) Exchange Fund	1,630,000	1,630,000	-
Exchange Fund	1,500,000	1,500,000	-
General Fund	646,427	646,427	-
Total Revenues	\$ 11,689,098	\$ 11,689,098	\$ -

Federal Share 30.99% 30.99%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Objectives

- Improve mobility in the region for older adults, individuals with disabilities, and low-income populations through recommended strategies in the Coordinated Public Transit-Human Services Transportation Plan.
- Improve mobility in the region's Equity Priority Communities (EPCs), as identified in the region's long-range transportation plan. These communities are identified where there are multiple concentrations of transportation-disadvantaged populations, including concentrations of low-income and minority populations.
- Understand the needs of different EPCs through community-based planning processes that result in clearly identified projects that will enhance access and mobility and can be funded with the Lifeline Transportation Program or other programs.

- Support the efforts of the FTA Section 5310 Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program, which enhances mobility for seniors and people with disabilities by providing funds to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.
- Provide grants for capital and operating projects intended to improve mobility for low-income communities in the Bay Area through MTC's Lifeline Transportation Program.

Description

1. Coordinated Public Transit-Human Services Transportation Plan

Access and Mobility Planning activities include identifying transportation needs and barriers faced by the region's transportation disadvantaged populations, and supporting local, collaborative processes to prioritize solutions to those gaps via local, community-based transportation planning and developing the Coordinated Public Transit-Human Services Transportation Plan. Staff last updated the Coordinated Plan in February 2018. Staff began the update process in Summer 2020. The planning process will conclude with plan adoption in 2023. Activities to be completed during the FY will be community outreach to confirm gaps; literature review on gaps and findings from other planning efforts; research on local updates, new projects, and best practices pre-, during and post-COVID; demographics update; update of local transportation resources; and draft updates to strategies and recommendations. Through the Transit Transformation Action Plan (TTAP), staff will be working on five accessibility-related actions to achieve a more connected, efficient, and user-focused mobility network. These TTAP actions and outcomes are (21) designate a mobility manager in each county; (22) fund one-seat cross jurisdiction ADA paratransit pilots and develop new cost sharing agreements for cross jurisdiction trips; (23) integration of ADA paratransit on Clipper; (24) identify key ADA paratransit challenges and recommend reforms; and (25) adopt standardized eligibility practices for ADA paratransit and the Regional Transportation Connections program. Each of the five actions requires a dedicated budget and consultant support, including Action 22 which requires more than \$1.5M in grant funding to transit agencies for the pilot programs.

2. Equity Priority Communities (EPCs) and Community Based Transportation Program (CBTP)

Since 2001, MTC has identified communities (census tracts) that are currently or have historically been underserved by public institutions, terming these areas Equity Priority Communities (referred to as Communities of Concern until May 2021). These geographies are areas with a concentration of underserved populations, such as households with low incomes and people of color. A combination of additional factors is also used to identify these areas, such as people with disabilities, single-parent families, or seniors over seventy-five, among others. MTC and other partners at the local level use EPCs to direct planning, funding, and operations efforts to meaningfully reverse disparities in access to transportation, housing, and other community services. Staff will work closely with county transportation agencies (CTAs) to conduct community-based transportation planning activities in EPCs through a new round of grant funding to fund new or update outdated community-based transportation plans. The last round of funding was made available in 2022.

3. Lifeline Transportation Program

The Lifeline Transportation (LTP) program has traditionally been funded by a mix of federal and state funding sources including FTA Section 5307 Urbanized Area, a portion of which has been made available through the set aside through Lifeline set-aside in MTC's Transit Capital Priorities (TCP) Process and Criteria. Historically, MTC has programmed eligible projects by county transportation authorities (CTAs). During the last two cycles of funding (cycles 5 and 6 FY 2016-17 – FY 2019-20), MTC included participatory budgeting through the Community-Based Transportation Planning process. Staff will work closely with CTAs and other stakeholders to develop policy and funding guidelines for future cycles to fund the implementation of CBTPs, Coordinated Plan recommendations, and other equity-driven transportation initiatives. MTC will redesign the LTP, setting aside over

\$8M in OBAG and REAP 2.0 funding to kick off the next phase of the program. The proposed program redesign includes funding for project technical assistance, participatory budgeting, and heightened community-based organization engagement.

4. FTA Section 5310 Funding Program

Caltrans is the designated recipient of 5310 funds and partners with MTC in calls for projects and determining applicant eligibility. MTC screens applications for eligibility; scores applications consistent with the California Transportation Commission-established scoring criteria; and forwards a regional application list to Caltrans for consideration. MTC works with subrecipients to ensure consistency with the Coordinated Plan and local priorities.

C. Project Products

- [Coordinated Public Transit-Human Services Transportation Plan](https://mtc.ca.gov/sites/default/files/MTC_Coordinated_Plan.pdf): https://mtc.ca.gov/sites/default/files/MTC_Coordinated_Plan.pdf
- Transformation Action Plan Accessibility Report
- [Community-Based Transportation Plans](https://mtc.ca.gov/planning/transportation/access-equity-mobility/community-based-transportation-plans-cbtps), see complete list: <https://mtc.ca.gov/planning/transportation/access-equity-mobility/community-based-transportation-plans-cbtps>
- For [Lifeline program](https://mtc.ca.gov/our-work/plans-projects/equity-accessibility/lifeline-transportation-program) in Cycles 1 – 6, see: <https://mtc.ca.gov/our-work/plans-projects/equity-accessibility/lifeline-transportation-program>
- Section 5310 program and regional list of applications

D. Previous Accomplishments and Links to Relevant Products

- Coordinated Public Transit-Human Services Transportation Plan Update (2018) and implementation activities
- Community-Based Transportation Plans (To date, nearly 50 Community-Based Transportation Plans have been produced in total. Since 2018, 15 plans have been produced, with three more currently underway as of January 2023.)
- Program evaluation for the Community-Based Transportation Planning program, examining the efficacy of the planning process and the funding and implementation outcomes associated with projects recommended in those plans (This informed an update to the CBTP program guidelines in Spring 2022 and will continue to guide MTC's policy and programming work to further support these equity-advancing projects.)
- Program guidelines for Lifeline Transportation Program Cycles 1-6
- Lifeline Transportation Program calls for projects and coordination with CTAs and transit agencies
- Coordination with Caltrans and the region's subrecipients for the FY 20 & 21 Cycle of Section 5310

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Update of the Coordinated Public Transit-Human Services Transportation Plan	Staff and consultants (TBD)	Elements of the Coordinated Plan update	FHWA PL/ General Fund	07/01/23	12/31/23
2	Transformation Action Plan Accessibility Report	Staff and consultants (TBD)	Reports for each of the five accessibility-related actions	FHWA PL/ General Fund	07/1/23	06/30/24
3	Community-Based Transportation Plans	Staff	Oversee plans as implemented by CTAs and provide technical assistance (ongoing)	General Fund/ STBG/ STA/ REAP 2.0	07/01/23	06/30/24
4	Support the implementation of strategies outlined in the Coordinated Public Transit-Human Services Transportation Plan	Staff	Lifeline Transportation Program, Section 5310 Program, and other projects implemented consistent with the Coordinated Plan; implementation activities consistent with the 2018 Coordinated Plan (ongoing)	General Fund/ STBG/ STA	07/01/23	06/30/24
5	Fund Lifeline projects	Staff	LTP Projects	General Fund	07/01/23	06/30/24
6	Submit reports and documents to FTA as required	Staff	FTA Quarterly Reports FTA Annual Service Report	General Fund/ STA	07/01/23	06/30/24
7	For incomplete Lifeline Cycle 3 projects, monitor subrecipients' compliance with federal requirements as applicable. For all Lifeline Cycles (1-5), monitor project status through CMAs.	Staff	Monitoring reports prepared as required	General Fund/ STA	07/01/23	06/30/24

8	Support implementation of FTA 5310 FY 18 & 19 and FY 20 & 21 programs	Staff	FTA 5310 FY 18 & 19 Program of Projects FTA 5310 FY 20 & 21 Program of Projects	General Fund	07/01/23	06/30/24
9	Develop and implement a pilot grant program for CBO compensation and/or participatory budgeting planning activities	Staff	Program guidelines and Program of projects	REAP 2.0	07/01/23	06/30/24
10	Funding program for project implementation, technical assistance for project development and capacity building	Staff	Program Guidelines and Program of Projects	STBG	07/01/23	06/30/24
11	Coordinate with Caltrans for the FY 22 & 23 Section 5310 call for projects	Staff	FTA 5310 FY 22 & 23 Program of Projects	General Fund	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- Complete the update to the Coordinated Plan, expected 2023
- Support priority strategies identified in the Coordinated Public Transit—Human Services Transportation Plan (2018)
- Planning activities and community outreach for the Transformation Action Plan Accessibility Report
- New or updated CBTPs for communities identified as Equity Priority Communities (EPCs)
- Monitor ongoing Lifeline Projects and assistance to project sponsors, county program administrators, and grant recipients, and if any, process subrecipient invoices, quarterly reports and monitor for federal compliance.
- For ongoing Cycle 3 Lifeline projects (if any), review and approve subrecipient invoices/quarterly reports, submit reports as required to the FTA, and monitor compliance with federal requirements
- Develop funding guidelines for CBO compensation program, provide technical assistance to project sponsors, county program administrators, and recipients, and track best practice and outcomes.
- Submit reports and other documentation to Caltrans as required, provide technical assistance to 5310 project sponsors, and begin development of next 5310 cycle
- Continue to implement, oversee, and assess programs to advance the implementation of CBTPs

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people

- and freight.
- Promote efficient system management and operation.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1412: Transportation Conformity and Air Quality Planning

Project Manager: Harold Brazil

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 142,571	\$ 142,571	\$ -
Benefits	60,593	60,593	-
Indirect	101,582	101,582	-
Total Expenses	\$ 304,746	\$ 304,746	\$ -

Revenues	Amendment No. 1	Amendment No. 2	Change
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)	\$ 277,042	\$ 277,042	\$ -
<i>Toll Credit Match</i>	31,777	31,777	-
Federal Transit Administration (FTA) 5303 (FY 2023-24)	27,704	27,704	-
<i>Toll Credit Match</i>	3,178	3,178	-
Total Revenues	\$ 304,746	\$ 304,746	\$ -

Federal Share 100.00% 100.00%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Objectives

- 1) Integrate regional air quality and transportation planning to meet national ambient air quality standards and achieve the resulting public health benefits.
- 2) Demonstrate that the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) prepared by MTC conform to the purpose of the State Implementation Plan (SIP) through a transportation conformity process required by the Clean Air Act Section 176(c) (42 U.S.C. 7506(c)).
- 3) Provide coordination among federal, state and local agencies for air quality planning purposes. The Air Quality Conformity Task Force provides this interagency consultation and meets monthly to discuss transportation conformity issues.
- 4) As needed, conduct air quality planning and policy analysis in response to federal and state air quality regulations.

Description

- 1) The transportation conformity process is intended to ensure that a federal nonattainment area will keep transportation-related emissions within the bounds needed to bring the state into compliance with the national ambient air quality standards and to advance the public health goals of the Clean Air Act. MTC is the agency responsible to conduct the conformity process in the San Francisco Bay Area nonattainment area and is required to forecast regional and localized emissions from transportation. These projections, in turn, are used to determine whether expected future pollution levels jeopardize the timely achievement of the federal standards. While the MTC is responsible for ensuring a conformity determination is made, the conformity process depends on federal, state, and local transportation and air quality agencies working together to meet the transportation conformity requirements.
- 2) In March 2008, EPA lowered the national 8-hour ozone standard from 80 ppb to 75 ppb. On March 12, 2009, California Air Resources Board (CARB) submitted its recommendations for area designations for the revised national 8-hour ozone standard and recommended that the Bay Area be designated as non-attainment for the national 8-hour ozone standard. EPA issued final designations by March 12, 2010, based on more up to date monitoring data.
- 3) On October 1, 2015, EPA strengthened the NAAQS for ground-level ozone to 70 ppb, based on extensive scientific evidence about ozone's effects on public health and welfare. In September 2016, CARB recommended to EPA that the San Francisco Bay Area be designated in nonattainment for the 70 ppb 2015 ozone NAAQS. EPA concurred with CARB's recommendation on April 30, 2018.
- 4) In 2006, the EPA revised the air quality standards for particle pollution. The 24-hour PM_{2.5} standard was strengthened by lowering the level from 65 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) to 35 $\mu\text{g}/\text{m}^3$. On December 14, 2009, EPA designated the Bay Area as non-attainment for the national 24-hour PM_{2.5} standard based upon violations of the standard over the three-year period from 2007 through 2009.
- 5) MTC's Resolution No. 3757 outlines procedures to be undertaken by MTC, U.S. Environmental Protection Agency (EPA), California Department of Transportation (Caltrans), FHWA, FTA, state and local air agencies before making transportation conformity determinations on the RTP and TIP. Interagency consultation on transportation conformity and related air quality planning is facilitated through MTC's Air Quality Conformity Task Force.

MTC also:

- a. Aids local communities in the region to develop their mobile source GHG emission inventories for their local Climate Action Plan (CAP) development by providing passenger and commercial vehicle VMT data to communities.
- b. Coordinates with CARB on the development of its regional emissions analysis and prepares model assumptions and analysis for use by CARB.

C. Project Products

- 1) Participation in interagency consultation regarding transportation conformity, PM_{2.5} project-level conformity, and other air quality issues through the Transportation Air Quality Conformity Task Force. The Task Force meets monthly.
- 2) Work with Department project sponsors in developing and submitting PM_{2.5} Hot Spot Analysis Project Assessment forms for Transportation Air Quality Conformity Task Force consideration.
- 3) Participation with Caltrans (Sacramento), CARB, BAAQMD, and other state and federal agencies on state air quarterly planning issues as needed.
- 4) Provide VMT and related data for local communities to assist in conducting their climate planning activities.

D. Previous Accomplishments and Links to Relevant Products

- 1) MTC Resolution No. 4482 – [Transportation-Air Quality Conformity Analysis Report](#) for Plan Bay Area 2050 and Amended 2021 Transportation Improvement Program
 - a. See:
https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Air_Quality_Conformity_Report_October_2021.pdf
- 2) MTC Resolution No. 4544 – Transportation-Air Quality Conformity Analysis Report for Plan Bay Area 2050 and the [2023 Transportation Improvement Program](#)
 - a. See: https://mtc.ca.gov/sites/default/files/documents/2022-09/A-05_Final_AQ_Conformity_PBA2050_and_2023_TIP.pdf
- 3) Air Quality Conformity Task Force meeting agendas, meeting materials, and summary notes
 - a. [Thursday, July 28, 2022](#) – https://mtc.ca.gov/sites/default/files/documents/2022-08/AQCTF_7_28_22%20%28revised%207-26-22%29_0.pdf
 - b. [Thursday, August 25, 2022](#) – https://mtc.ca.gov/sites/default/files/documents/2022-08/AQCTF_Agenda_Packet_8_25_22_0.pdf
 - c. [Thursday, September 22, 2022](#) – https://mtc.ca.gov/sites/default/files/documents/2022-09/AQCTF_Agenda_Packet_9_22_22.pdf
 - d. [Thursday, October 27, 2022](#) – https://mtc.ca.gov/sites/default/files/documents/2022-10/AQCTF_10_27_22.pdf
 - e. [Thursday, December 1, 2022](#) – https://mtc.ca.gov/sites/default/files/documents/2022-11/AQCTF_Agenda_Packet_12_1_22.pdf
- 4) VMT data for Santa Clara County communities to assist in conducting their climate planning programs, policies and work.
 - a. Passenger vehicle VMT obtained from MTC’s data portal at: <http://capvmt.mtcanalytics.org/data>
 - b. Supplemental Longitudinal Employer-Household Dynamics (LEHD) commercial vehicle data obtained at: <https://onthemap.ces.census.gov/>
 - c. VMT annualization data obtained from Caltrans’ Freeway Performance Measurement System (PeMS) at: <https://pems.dot.ca.gov/>

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will conduct interagency consultation regarding transportation conformity, PM2.5 project-level conformity, and other air quality issues through MTC’s Transportation Air Quality Conformity Task. The Task Force meets on a monthly basis, for PM2.5 project-level conformity interagency consultation needs.	Staff	Staff reports Air Quality Conformity Task Force meeting agendas, meeting materials, and summary notes (monthly)	FHWA PL/FTA 5303	07/01/23	06/30/24

2	Staff will prepare transportation-air quality conformity analysis on RTP and TIP amendments, as needed.	Staff	Transportation conformity analysis (as needed)	FHWA PL/FTA 5303	07/01/23	06/30/24
3	Staff will coordinate with the CARB on state air quality planning issues and emissions model development or update, as needed – specifically, update regional emission analyses according to EPA requirements.	Staff	Consultation meetings Technical memos Data Exchange (as needed)	FHWA PL/FTA 5303	07/01/23	06/30/24
4	Staff will plan, develop and prepare various air quality and climate protection policies and data estimation guidance in response to local, state and federal air quality and climate change planning needs, including updating and modernizing EMFAC documentation processes.	Staff	Passenger vehicle VMT Commercial vehicle VMT Caltrans' PeMS traffic data	FHWA PL/FTA 5303	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- 1) Continue to manage and staff the regional Air Quality Conformity Task Force.
- 2) Prepare draft and final Transportation-Air Quality Conformity Analysis for the TIP and TIP updates as needed.
- 3) Continue to provide travel demand model data and GHG emission inventory calculation assistance and guidance for local community climate action planning development for cities in the region.

G. Federal Planning Factors Addressed

- Increase the safety of the transportation system for motorized and non-motorized users.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1413: Climate Initiatives

Project Manager: Krute Singa/Therese Trivedi

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 546,947	\$ 546,947	\$ -
Benefits	232,453	232,453	-
Indirect	389,700	389,700	-
Consultants	40,565,000	40,565,000	-
Total Expenses	\$ 41,734,100	\$ 41,734,100	\$ -

Revenues	Amendment No. 1	Amendment No. 2	Change
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)	\$ 500,739	\$ 500,739	\$ -
<i>Toll Credit Match</i>	57,435	57,435	-
Congestion Mitigation and Air Quality (CMAQ) - New	3,300,000	3,300,000	-
<i>Toll Credit Match</i>	378,510	378,510	-
Congestion Mitigation and Air Quality (CMAQ)	1,225,000	1,225,000	\$ -
<i>Toll Credit Match</i>	140,508	140,508	-
Surface Transportation Block Grant (STBG) - New	15,000,000	15,000,000	-
<i>Toll Credit Match</i>	1,720,500	1,720,500	-
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	5,168,361	5,168,361	-
<i>Toll Credit Match</i>	592,811	592,811	-
Exchange Fund	16,540,000	16,540,000	-
Total Revenues	\$ 41,734,100	\$ 41,734,100	\$ -

Federal Share **60.37%** **60.37%**

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Transportation emissions, including GHG emissions and criteria pollutants, are expected to significantly affect the Bay Area's public health, air quality and transportation infrastructure through sea level rise and extreme weather. In the Bay Area, 40% of GHG emissions are due to the consumption of fossil fuel in the transportation sector, mostly from passenger cars and trucks. The transportation sector therefore needs to reduce the amount of vehicle miles traveled (VMT) to reduce the impact on public health and the environment.

The regional Climate Initiatives Program is part of Plan Bay Area 2050. Through MTC's four-year One Bay Area 3 Grant Program (FY23-FY26), MTC has approved an increased amount of funding to invest in Climate Initiatives strategies. The funding amounts noted in Section A, Budget, reflect funding that will be programmed over a multi-

year period. In FY 23-24 with the increased funding amounts, MTC will ramp up investments in several programs, including Mobility Hubs, transportation electrification and parking management, and will be assessing further investment in Targeted Transportation Alternatives. This suite of programs is intended to help accelerate progress on meeting the region's GHG reduction target, as well as reducing criteria pollutant emissions by reducing SOV travel.

C. Project Products

With the number of programs under the Climate Initiatives umbrella, please refer to Section E for project product details. The products range from incentives for behavior change to construction of last mile solutions.

D. Previous Accomplishments and Links to Relevant Products

Over the last year, MTC implemented projects and programs that aimed to reduce transportation emissions, including GHG and criteria pollutant emissions to further federal, state and the Bay Area's climate protection goals and improve our region's air quality and public health:

Commuter Benefits Ordinance

[Commuter Benefits Ordinance](https://511.org/employers/commuter-benefits-program): <https://511.org/employers/commuter-benefits-program>

Staff continue to administer the program to bring employers into compliance. Staff are working with the Bay Area Air Quality Management District to implement enforcement procedures.

Staff are developing [telecommute assistance and resources](https://511.org/sites/default/files/pdfs/carpool/Interactive%20Employer%20Transportation%20Planning%20Handbook_20211026.pdf) to assist employers respond to changing work conditions under COVID-19:

https://511.org/sites/default/files/pdfs/carpool/Interactive%20Employer%20Transportation%20Planning%20Handbook_20211026.pdf

Carsharing

Staff awarded seven pilot projects through a call for applications for the [Regional Mobility Hubs](https://abag.ca.gov/technical-assistance/mobility-hubs-pilot-projects) program, which incorporates carsharing: pilot projects. The projects are in the process of obligating their funding. More information on the pilot projects can be found here: <https://abag.ca.gov/technical-assistance/mobility-hubs-pilot-projects>. Staff will be releasing another call for planning or construction projects in February 2023 with an anticipated award in June 2023. [Mobility Hubs program information](https://mtc.ca.gov/planning/transportation/mobility-hubs) is found on MTC's website - <https://mtc.ca.gov/planning/transportation/mobility-hubs>.

Vanpool Incentives

Staff have been marketing the program to Bay Area residents.

[Staff released vanpool social distancing guidance](https://511.org/sites/default/files/img/pdf/Vanpool%20COVID-19%20Safety%20Guidelines%20v2.pdf): <https://511.org/sites/default/files/img/pdf/Vanpool%20COVID-19%20Safety%20Guidelines%20v2.pdf>

Targeted Transportation Alternatives

Staff are actively testing and reiterating on the experiment design to try a variety of behavioral science techniques to nudge SOV trips to an active or shared mode. The pilot will be ending March 31, 2023.

Trip Caps

Staff completed three modules of the [VMT Policy Adoption Technical Assistance program](#), providing presentations, templates, and localized assistance for remaining Bay Area jurisdictions that have not yet complied with SB 743 (around 70 percent). Staff are now moving into Phase 2 of the program, providing one on one

assistance to a small number of cities. All materials from the training modules found here: <https://abag.ca.gov/technical-assistance/vmt-policy-adoption-technical-assistance-sb743>.

Bike to Work Day/Bike to Wherever Days

Staff continued coordination and implementation of the annual event to encourage bike travel as a viable commuting option: <https://bayareabiketowork.com>

Spare the Air Youth Program

Staff continued implementation of the program to encourage youth and their families to choose active transportation modes to travel to and from school and also consider it a viable transportation option for short trips: <https://sparetheairyouth.org/>.

Parking Policies and Programs

Staff released a capital grant call for parking management project implementation. Awards are anticipated in June 2023. Staff will be releasing a parking management planning grant call in February 2023 with awards anticipated in June 2023. The grants seek to progress the policies included in the [Parking Policy Playbook](#): <https://abag.ca.gov/technical-assistance/parking-policy-playbook>.

Transportation Electrification

Staff will be working on two main components of the transportation electrification program: EV Coordinating Council and a multi-part grant and technical assistance program.

EV Coordinating Council: Staff collaborate with the Bay Area Air Quality Management District staff to create programming for the quarterly EV Coordinating Council meetings. The subject for the meetings are based on latest technology and best practices. This year's meetings focusing on developing and implementing EV installation streamlining programs and provided an overview of the reliability of EV charging infrastructure in the Bay Area and sharing challenges and lessons learned. Staff also released an RFP for consultant services to help with the EV Coordinating Council meeting facilitation and content. Staff have selected a consultant and will be receiving approval from the Board to enter into contract.

Transportation Electrification grant and technical assistance program:

Staff continued to coordinate with the Bay Area Air Quality Management District (Air District) on the Air District's electric vehicle charging infrastructure programs. In addition, staff have also been looking at ways to support electric vehicles and charging infrastructure more broadly throughout the region by seeking input from county transportation agencies, transit agencies, community choice aggregators and the Bay Area Air Quality Management District. Staff also issued a letter of interest to local agencies to determine electrification needs. Based on this input, staff are developing a funding program intended to fill gaps in funding for transportation electrification planning and charger implementation. Staff will seek MTC Commission for approval on a funding proposal that includes charging infrastructure grants at transit stations, local jurisdiction fleet planning, county electrification planning and upgrading the bikeshare system to including additional e-bikes and electrified bike pods.

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Commuter Benefits Ordinance	Staff/ consultant (WSP)	Telecommute assistance and resources Assistance and resources to employers for compliance (ongoing over the fiscal year, employers require assistance on a continual basis) Conduct an evaluation of employer compliance and effectiveness of program Staff led, with customer service support from consultant (ongoing)	CMAQ/ STBG	07/01/23	06/30/24
2	Carsharing/ Mobility Hubs – significant acceleration of investment in carsharing/mobility hubs	Staff, local jurisdictions	Managing capital and planning grant awards for implementation of hub (ongoing over the fiscal year: once the grants are awarded in June, 2023, MTC staff will assist the awardees with planning and design, evaluation and funding obligation procedures). MTC anticipates awarding around 10 projects and anticipates releasing a call for projects Spring 2024.	CMAQ/ STBG	07/01/23	06/30/24

3	Vanpool	Staff/ Consultant (Commute by Enterprise)	Marketing materials Incentives structure Staff-led, with marketing, incentives, and operations support by consultant (ongoing over the fiscal year, employers require assistance on a continual basis)	CMAQ	07/01/23	06/30/24
4	Targeted Transportation Alternatives	Staff	Use pilot program implementation results to determine broader regional implementation (staff-led with support from consultant). The broader program will be developed over the fiscal year and will include summary of findings to executive staff and developing next steps.	FHWA PL	07/01/23	06/30/24
5	Trip Caps/ VMT Policy Technical Assistance	Staff/ Consultants (Fehr and Peers and Nelson Nygaard)	Technical assistance to cities to adopt VMT policy (ongoing) with presentations, GIS maps, memo and presentation templates. Over the course of the fiscal year, staff will continue to offer technical assistance to local jurisdictions. Once complete in December 2023, staff will consider developing additional technical assistance based on needs stated by local jurisdictions.	FHWA PL	07/01/23	06/30/24

6	Bike to Work Day/Bike to Wherever Days Program	Consultant (Silicon Valley Bicycle Coalition)	Implement the annual Bike to Work Day/Bike to Wherever Days Program during Bike Month in May throughout the nine-county Bay Area. The bulk of the work will be done January-May 2024.	CMAQ	12/01/23	06/30/24
7	Spare the Air Youth Program	Consultant (Alta Planning + Design)	Implement a regionwide youth outreach program to encourage K-12 students and their families to walk, bike, carpool or take transit to school and encourage alternative modes as a viable transportation option	CMAQ	07/01/23	06/30/24
8	Parking	Staff	Managing capital and planning grant awards for implementation of parking management projects (ongoing over the fiscal year: once the grants are awarded in June, 2023, MTC staff will assist the awardees with planning and design, evaluation and funding obligation procedures). MTC anticipates awarding around 20 projects.	CMAQ/ STBG	07/01/23	06/30/24

9	Transportation Electrification	Staff	<p>EV Coordinating Council: Meeting agendas, presentations, materials (3-4 in all); Meeting minutes (3-4 in all)</p> <p>Transportation Electrification grant and technical assistance program: developing call for projects and managing capital and planning grant awards. The grant programs and guidance will be developed by December 2023 with a call for projects and award selection by June 2024. Based on MTC Commission action, the Transportation Electrification program will include infrastructure grants and planning grants for fleet conversion. Commission action is anticipated in April 2023.</p>	CMAQ/STBG	07/01/23	06/30/24
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F. Anticipated Future Activities (FY 2024-25)

Continue to implement the Climate Initiatives Program. This will involve monitoring all planning and capital grants issued related to mobility hubs, parking and transportation electrification. Staff will also be engaging in planning and strategy work related to future transportation electrification and overall climate program activities going forward. Staff will continue to collaborate with the Bay Area Air Quality Management District on the EV Coordinating Council.

G. Federal Planning Factors Addressed

- Support the economic vitality of the United States, the State, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.

- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve transportation system resiliency and reliability and reduce (or mitigate) stormwater impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning.

Work Element 1511: Conduct Financial Analysis and Planning

Project Manager: Theresa Romell/Terence Lee

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 379,792	\$ 379,792	\$ -
Benefits	161,412	161,412	-
Indirect	270,602	270,602	-
Total Expenses	\$ 811,805	\$ 811,805	\$ -

Revenues	Amendment No. 1	Amendment No. 2	Change
Federal Highway Administration Planning (FHWA PL) (FY 2022-23) (Carryover)	\$ 272,814	\$ 272,814	\$ -
<i>Toll Credit Match</i>	31,292	31,292	-
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)	129,143	129,143	-
<i>Toll Credit Match</i>	14,813	14,813	-
Federal Transit Administration (FTA) 5303 (FY 2023-24)	84,660	84,660	-
<i>Toll Credit Match</i>	9,711	9,711	-
State Transit Assistance (STA)	158,215	158,215	-
General Fund	166,972	166,972	-
Total Revenues	\$ 811,805	\$ 811,805	\$ -

Federal Share 59.94% 59.94%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Financial analysis is one of the key work areas related to MTC's fund programming and management responsibilities. Below is an overview of the key objectives under this work element:

- Develop realistic, innovative financial plans and strategies supporting the implementation of plans, programs and projects in Plan Bay Area 2050 (which serves as the RTP/SCS for the Bay Area) and other Commission initiatives.
- Provide financial analysis in support of the legislative program.
- Provide revenue forecasting and needs assessment analysis in support of regional funding decisions and the

adequate operation and maintenance of the regional transportation system.

- Provide detailed financial analysis and policy support to the Commission and Bay Area transit operators on the impacts of the COVID-19 pandemic on transportation revenues.
- Develop funding proposals to preserve transit operations/service following the COVID-19 pandemic and to support recovery.
- Evaluate financial projections and estimates for financial constraint of the Transportation Improvement Program (TIP) and RTP.

C. Project Products

- Develop as accurate and consistent projections of transportation revenue for the San Francisco Bay Area as possible through coordination with the Federal Transit Administration, Federal Highway Administration, and the California Department of Transportation.
- Prepare financial analyses of state and federal transportation budgets and proposed legislation to determine potential impacts to plans and programs.
- Provide financial analysis to the Commission and other policymakers (local, state, federal) of the impacts of the COVID-19 impact on transportation revenue in the Bay Area.
- Provide financial analysis and support to deliver the recommendations of the Bay Area Transit Transformation Action Plan.
- Prepare financial analyses and scenario forecasts for transit operator Short Range Transit Plans focused on scenario planning for possible futures coming out of the pandemic, including financial capacity assessments for the TIP.
- Develop needs and shortfall projections in the long-range plan to maintain the existing system for transit operating, capital, and streets and roads.
- Develop annual fund estimate and distribution of transit operating revenues.
- Maintain and update the RTP financial element for highways; transit; local streets and roads, including multi-year projection of costs and revenues; the updated information is required to support related planning needs.
- Prepare project or corridor level financial capacity analyses to support financial planning, programming, or allocations activities, as required.
- Identify transportation financial techniques and opportunities appropriate for the Bay Area, and MTC's role in planning and implementing selected techniques.

D. Previous Accomplishments and Links to Relevant Products

- Developed the funding distribution for approximately \$4 billion in transit operations funding from the CARES Act, CRRSAA, and the American Rescue Plan in response to the COVID-19 pandemic: [MTC Resolution 4481, Revised – ARP Phase 2 Programming Recommendation](https://mtc.legistar.com/gateway.aspx?M=F&ID=20cba554-5060-47f8-bcad-78839cd78626.pdf) (mtc.legistar.com/gateway.aspx?M=F&ID=20cba554-5060-47f8-bcad-78839cd78626.pdf); [MTC Resolution No. 4420, Revised](https://mtc.legistar.com/gateway.aspx?M=F&ID=37804afc-84d4-493b-8393-0133712e8bda.pdf) (mtc.legistar.com/gateway.aspx?M=F&ID=37804afc-84d4-493b-8393-0133712e8bda.pdf)
- Developed [Short Range Transit Plan guidelines](https://mtc.legistar.com/LegislationDetail.aspx?ID=6015444&GUID=3EFC8D64-DB27-4647-A8B9-BFBEB954691C) and post- COVID-19 funding scenarios to facilitate Bay Area transit recovery planning: <https://mtc.legistar.com/LegislationDetail.aspx?ID=6015444&GUID=3EFC8D64-DB27-4647-A8B9-BFBEB954691C>.
- [Developed financial overview of public transit operations funding needs and post-COVID-19 recovery prognosis](https://mtc.legistar.com/LegislationDetail.aspx?ID=6015444&GUID=3EFC8D64-DB27-4647-A8B9-BFBEB954691C): <https://mtc.legistar.com/LegislationDetail.aspx?ID=6015444&GUID=3EFC8D64-DB27-4647-A8B9-BFBEB954691C>.
- [Developed annual fund estimate and distributions for transit operating revenues](https://mtc.ca.gov/funding/regional-funding/tda-sta/fund-estimate): <https://mtc.ca.gov/funding/regional-funding/tda-sta/fund-estimate>.

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Develop the FY 2023-24 annual fund estimate of transit operating revenues	Staff	Annual fund estimate and distribution for FY23-24 Transit Operating Revenues (once)	General Fund	07/01/23	06/30/24
2	Prepare financial elements of the Annual Report	Staff	MTC Annual Report: Financial Elements (once)	FHWA PL/ FTA 5303/ General Fund	07/01/23	06/30/24
3	Update financial planning forecasts for transit operations to support COVID-19 recovery	Staff	-Near term transit revenue estimates and forecasts -Guidance to the Commission and transit operators on revenue outlook (as needed).	FHWA PL/ FTA 5303/ General Fund	07/01/23	06/30/24
4	Transportation Improvement Program (TIP) financial constraint and capacity analyses	Staff	Financial Constraint and Financial Capacity Analyses (once)	FHWA PL/ FTA 5303/ General Fund	07/01/23	06/30/24
5	Develop Short Range Transit Plan (SRTP) Revenue Scenario Forecasts and ridership/demand forecast scenarios	Staff	Guidance to all transit operators for the development of recovery focused service plans for the next five to ten years.	FHWA PL/ FTA 5303/ General Fund	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- Similar tasks to the above.
- Development of revenue forecasts and needs assessments for the next update to the RTP (Plan Bay Area).
- Analysis and engagement for annual federal appropriations.
- Finalize development of next programming cycle of STBG/CMAQ funds.
- Continue programming of FTA Formula (5307/5337/5339) funds to support state of good repair of the system.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.

- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Data in Transportation Planning

Work Element 1512: Federal Programming, Monitoring and TIP Management

Project Manager: Adam Crenshaw/Craig Bosman

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 1,326,338	\$ 1,326,338	\$ -
Benefits	563,694	563,694	-
Indirect	945,016	945,016	-
Total Expenses	\$ 2,835,047	\$ 2,835,047	\$ -

Revenues	Amendment No. 1	Amendment No. 2	Change
Federal Highway Administration Planning (FHWA PL) (FY 2022-23) (Carryover)	\$ 191,724	\$ 191,724	\$ -
<i>Toll Credit Match</i>	21,991	21,991	-
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)	1,460,557	1,460,557	-
<i>Toll Credit Match</i>	167,526	167,526	-
Federal Transit Administration (FTA) 5303 (FY 2023-24)	399,560	399,560	-
<i>Toll Credit Match</i>	45,830	45,830	-
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	387,430	387,430	-
<i>Toll Credit Match</i>	44,438	44,438	-
General Fund	395,777	395,777	-
Total Revenues	\$ 2,835,047	\$ 2,835,047	\$ -

Federal Share

86.04%

86.04%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

As the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) for the nine county San Francisco Bay Area, MTC is responsible for implementation of relevant aspects of the federal and state surface transportation planning and programming legislation. This responsibility includes development and maintenance of the TIP pursuant to applicable federal and state regulations and procedures, development and implementation of federal programs and policies to implement the RTP, and incorporation of federal performance-based planning and programming requirements.

In addition, MTC has programming responsibility for urbanized Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), large-urbanized area Carbon Reduction Program (CRP), and large-MPO Transportation Alternative Program (TAP). MTC works with partner agencies, including Caltrans, FHWA, FTA, EPA, County Transportation Agencies (CTAs), transit operators, local jurisdictions, and other stakeholders and the public, to develop funding policies, projects and programs to implement the investment strategies identified in the RTP.

To incorporate federal performance requirements into the Transportation Improvement Program (TIP), MTC is required to show that the TIP makes progress towards achieving the region's performance targets and that the TIP includes a description of the anticipated effect of the TIP towards achieving the performance targets. With each TIP update, MTC completes a comprehensive assessment of TIP investments in addressing federally mandated performance measures. This assessment, the TIP Federal Performance Report, includes a discussion of regional performance-based policies and procedures that direct investments to projects and programs, including an identification of which RTP strategies led to the TIP investments that support various performance goal areas. While the RTP includes many strategies to guide development in the Bay Area, only the strategies that most closely align with federally required performance measures for transportation investments are assessed in the TIP Federal Performance Report.

To ensure the timely use of federal funds, MTC has worked with CTAs, local jurisdictions, and transit operators to develop policies and procedures (MTC Resolution 3606, Revised) to ensure state and federal funding requirements and deadlines are met and funds are not lost to the region. Additionally, MTC prepares and submits annual obligation plans to Caltrans, monitors federal fund obligations, overall federal funding levels, and apportionment and Obligation Authority (OA) balances.

To support regional implementation of the RTP, MTC also assists CTAs in the development and implementation of funding policies and programs on a local level, as outlined in planning and programming agreements.

As the designated recipient for selected FTA funding, MTC is responsible for programming FTA Section 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus and Bus Facilities funding to the federally eligible transit operators within the region to implement the investment strategies identified in the RTP. Transit operators, in cooperation with MTC, develop annual programs for the use of FTA funds within the urbanized areas of the Bay Area. MTC is responsible for programming FTA funding in a Program of Projects, which is updated annually.

MTC also develops regional funding policies and programs to support implementation of the RTP for other federal transit funding programs, including FTA Rural/Non-urbanized (Section 5311), Seniors and Individuals with Disabilities (Section 5310), and New Starts, Small Starts, Core Capacity, earmarks, and FRA High Speed Rail funds. One example of such a policy is MTC's Regional Transit Expansion Policy (MTC Resolution 3434) which guides the expansion of the regional transit system through strategic fund programming.

MTC supports the delivery of major multi-year transit capital investments through short- and medium-term funding programs and policies that encompass federal, state, and regional funds. Some of the major investments that these programs are designed to implement include BART Railcar Replacement, Caltrain Modernization, BART Transbay Corridor Core Capacity, and the regional Core Capacity Challenge Grant Program

MTC also routinely monitors and analyzes legislation, proposed rulemakings, and appropriation bills for impacts to existing and proposed regional transportation programs and also participates in statewide efforts for policy development, programming, and project delivery.

C. Project Products

- 19 TIP Revisions
- Development of the Draft 2025 TIP Update
- Development of the Federal Performance Report for the 2025 TIP Update
- Revisions to the STBG/CMAQ/CRP Program of Projects – FY2023-26
- Listing of Federally Obligated Projects
- Update of the CMAQ Emission Benefits database
- Annual Federal Obligation Plan
- FTA 5307/5337/5339 preliminary Program of Projects

- Sixty concurrence letters for FTA grants
- FTA 5311 Preliminary Programs of Projects
- Regional ATP (see Work Item 1515)

D. Previous Accomplishments and Links to Relevant Products

- [16 TIP Revisions](https://mtc.ca.gov/funding/transportation-improvement-program-tip) - 575 projects totaling \$1.8 billion in net funding change (Calendar Year 2022)
<https://mtc.ca.gov/funding/transportation-improvement-program-tip>
- [2023 TIP Update](https://mtc.ca.gov/funding/transportation-improvement-program/2023-tip) - <https://mtc.ca.gov/funding/transportation-improvement-program/2023-tip>
- [2023 TIP Federal Performance Report](https://mtc.ca.gov/sites/default/files/documents/2022-09/A-04_Final_2023_TIP_Performance_Report.pdf) - https://mtc.ca.gov/sites/default/files/documents/2022-09/A-04_Final_2023_TIP_Performance_Report.pdf
- Managed and implemented Federal STBG/CMAQ programs - \$252.9 million delivered (138% of required target) (FY 2021-22)
- Developed, managed, and implemented Federal TAP/State Active Transportation Program (ATP) Large MPO Competitive program - (included under Work Element 1515)
- Monitored and facilitated delivery of HSIP program - \$25 million delivered within region (FY 2021-22)
- Monitored and facilitated delivery of repurposed federal earmarks - \$1.6 million delivered within region (FY 2021-22)
- Monitored and facilitated invoicing of FHWA inactive obligations
- FY 2022-23 Annual Federal Obligation Plan (October 2022)
- [FY 2021-22 Listing of Federally Obligated Projects \(December 2022\)](https://mtc.ca.gov/digital-library/5023822-fy-2021-22-list-annual-obligations) <https://mtc.ca.gov/digital-library/5023822-fy-2021-22-list-annual-obligations>
- FY 2021-22 Update of the CMAQ Emission Benefits database (December 2022)
- Processed multiple invoices for CTA Planning activities
- [FTA 5307/5337/5339](https://mtc.legistar.com/LegislationDetail.aspx?ID=5815426&GUID=02EF28CB-B6E4-4B53-B2F2-DD5486AB866D) – adopted FY 2021-22 through FY 2023-24 preliminary Program of Projects to reflect anticipated and final FTA apportionments (most recent revision in September 2022, <https://mtc.legistar.com/LegislationDetail.aspx?ID=5815426&GUID=02EF28CB-B6E4-4B53-B2F2-DD5486AB866D>) and supported transit operator grant applications to FTA with concurrence letters and monitoring (throughout the year); continued to implement agreement with Caltrans developed in FY2012-13 regarding project selection and grant procedures for FTA 5307 and 5339 funds in small urbanized areas
- [FTA 5311](https://mtc.legistar.com/LegislationDetail.aspx?ID=5546271&GUID=8F90A0D7-AD24-426F-98B6-C32BF6E05802) – adopted preliminary program for FY2021-22 through FY2022-23 (April 2022, <https://mtc.legistar.com/LegislationDetail.aspx?ID=5546271&GUID=8F90A0D7-AD24-426F-98B6-C32BF6E05802>) based on preliminary regional share of state apportionments allocated by Caltrans
- FTA 5310 – assisted Caltrans with implementation of FY 2018 & 2019 cycle and assisted Caltrans with development of FY 2020 and 2021 cycle (see Work Item 1310)
- [American Rescue Plan Act](http://mtc.legistar.com/gateway.aspx?M=F&ID=20cba554-5060-47f8-bcad-78839cd78626.pdf) – adopted Program of Projects for COVID relief funds distributed through FTA Section 5307 (most recent revision <http://mtc.legistar.com/gateway.aspx?M=F&ID=20cba554-5060-47f8-bcad-78839cd78626.pdf>)

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Prepare nineteen revisions to Federal TIP 23 CFR §450.326	Staff	TIP Amendments TIP Administrative Modifications TIP Revision Financial Constraint Documentation (as needed)	FHWA PL/ General Fund	07/01/23	06/30/24
2	Develop the Draft 2025 TIP Update, including the TIP Federal Performance Report 23 CFR §450.326	Staff	Draft 2025 TIP Draft 2025 TIP Federal Performance Report (once)	FHWA PL/ General Fund	11/01/23	06/30/24
3	Continue implementation of federal performance requirements in TIP and other federal programming efforts 23 CFR §450.326(c)(d)	Staff	Linkage of investment priorities with performance targets (ongoing)	FHWA PL/ General Fund	07/01/23	06/30/24
4	Conduct various TIP transportation investment analyses	Staff	Various TIP Investment Analyses (as needed)	FHWA PL/ General Fund	07/01/23	06/30/24
5	Work with AQ Conformity Task force regarding TIP projects and programming 40 CFR §93	Staff	Attend AQ conformity consultation meetings (monthly); Address AQ conformity in TIP (ongoing); Assist agencies with projects in TIP subject to AQ conformity (as needed)	FHWA PL/ General Fund	07/01/23	06/30/24
6	Monitor federal programs to ensure financial constraint and consistency with TIP and RTP	Staff	Various Fund Program Status Reports (as needed)	FHWA PL / General Fund	07/01/23	06/30/24

7	Manage and implement STBG/CMAQ and CRP Programming CA S&H Code 182.6, 182.7	Staff	STBG/CMAQ One Bay Area Grant (OBAG) and CRP Program (ongoing)	FHWA PL/ General Fund	07/01/23	06/30/24
8	Manage and implement Federal TAP / State ATP Large MPO Competitive Program 23 USC § 213 (see also Work Item 1515)	Staff	TAP/ATP Cycle Program (ongoing)	FHWA PL/ General Fund	07/01/23	06/30/24
9	Monitor and facilitate delivery of Repurposed Earmarks	Staff	Delivery of repurposed earmarks with obligation deadlines (as needed)	FHWA PL/ General Fund	07/01/23	06/30/24
10	Monitor and facilitate invoicing of pending FHWA inactive obligations 23 USC § 630.106(5)(6)	Staff	FHWA inactive obligations reduction (quarterly and as needed)	FHWA PL/ STBG/ General Fund	07/01/23	06/30/24
11	Prepare and coordinate MTC's annual obligation plan for local federal-aid projects and monitor delivery CA S&H Code 182.6, 182.7	Staff	Annual Obligation Plan and Annual Obligation Plan update (once for each)	FHWA PL/ General Fund	07/01/23	06/30/24
12	Prepare annual listing of federally obligated projects 23 CFR §450.334	Staff	Annual Listing of Federally Obligated Projects (once)	FHWA PL/ General Fund	10/01/23	12/31/23
13	Prepare annual update of the CMAQ emissions benefit database 23 USC §149.h	Staff	Annual Update of the CMAQ Emissions Benefit Database (once)	FHWA PL/ General Fund	11/01/23	12/31/23
14	Participate in various statewide federal programming and policy groups, including: California Federal Programming Group (CFPG), HBP, TCC, etc.	Staff	Various TIP procedural enhancements; various programming and policy outcomes (as needed)	FHWA PL/ STBG/ General Fund	07/01/23	06/30/24

15	Implement regional funding-delivery policy guidance for FHWA-administered funds	Staff	MTC Resolution 3606 Revised (as needed)	FHWA PL/ STBG/ General Fund	07/01/23	06/30/24
16	Engage in discussions for federal legislation implementation and reauthorization	Staff	Various policy and programming outcomes (as needed)	FHWA PL/ General Fund	07/01/23	06/30/24
17	Continue to implement new IIJA/ BIL Act requirements as they are developed by FHWA and FTA	Staff	Various administrative and programmatic updates, TBD	FHWA PL/ General Fund	07/01/23	06/30/24
18	Revise preliminary FTA 5307/5337/5339 Programs of Projects as necessary 49 USC 5307, 5337 and 5339	Staff	FTA Program of Projects (POP) TIP Amendments (as needed)	FHWA PL/ FTA 5303/ General Fund	07/01/23	06/30/24
19	Develop and revise preliminary FTA 5307/5337/5339 Programs of Projects	Staff	FTA Program of Projects (POP) TIP Amendments (as needed)	FHWA PL/ FTA 5303/ General Fund	07/01/23	06/30/24
20	Revise preliminary FTA 5307/5337/5339 Programs of Projects to reflect final apportionments 49 USC 5307, 5337 and 5339 Develop and revise preliminary FTA 5311 Program of Projects (POP) to reflect final apportionments 49 USC 5311	Staff	FTA Program of Projects (POP) TIP Amendments (as needed)	FHWA PL/ FTA 5303/ General Fund	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- Same as above
- Initiate development of next programming cycle of FTA Formula (5307/5337/5339) funds
- Implementation of IIJA/BIL Act

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1517: Transit Sustainability Planning

Project Manager: Melanie Choy/Kara Vuicich

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 1,126,044	\$ 1,133,436	\$ 7,392
Benefits	478,569	481,710	3,142
Indirect	802,306	807,573	5,267
Consultants	9,815,638	9,815,638	-
Total Expenses	\$ 12,222,557	\$ 12,238,358	\$ 15,801

Revenues	Amendment No. 1	Amendment No. 2	Change
Federal Highway Administration Planning (FHWA PL) (FY 2022-23) (Carryover)	\$ 356,167	\$ 356,167	\$ -
<i>Toll Credit Match</i>	40,852	40,852	-
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)	378,267	394,068	15,801
<i>Toll Credit Match</i>	43,387	45,200	1,812
Federal Transit Administration (FTA) 5303 (FY 2021-22) (carryover)	243,426	243,426	-
<i>Toll Credit Match</i>	27,921	27,921	-
Federal Transit Administration (FTA) 5303 (FY 2022-23) (carryover)	236,174	236,174	-
<i>Toll Credit Match</i>	27,089	27,089	-
Federal Transit Administration (FTA) 5303 (FY 2023-24)	1,950,000	2,179,171	229,171
<i>Toll Credit Match</i>	223,665	249,951	26,286
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	2,516,431	2,790,891	274,461
<i>Toll Credit Match</i>	288,635	320,115	31,481
2% Transit Transfer	450,000	450,000	-
California Housing Community Development (HCD) (REAP 2.0)	548,921	274,461	(274,461)
State Transit Assistance (STA)	52,738	52,738	-
State Transit Assistance (STA) Exchange Fund	2,950,000	2,950,000	-
Bay Area Toll Authority (BATA) Regional Measure 2	1,200,000	1,200,000	-
General Fund	1,340,433	1,111,262	(229,171)
Total Revenues	\$ 12,222,557	\$ 12,238,358	\$ 15,801

Federal Share

46.48%

50.66%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

The Transit Sustainability Planning Work Element captures the collection of regional and system level leadership, policies and coordination work to design, adequately invest in, and effectively manage a public transit network that is equitable, inclusive, frequent, affordable, accessible and reliable; is integrated with unified service, fares, schedules, customer information and identity; and serves all Bay Area populations, resulting in increased transit ridership and reduced growth in vehicle miles traveled.

Initiatives include the Transit Sustainability Project (TSP) in 2012, Blue Ribbon Transit Recovery Task Force (2021), operator transit plans, and numerous transit studies to advance and improve the customer experience on transit.

Most recently, in September 2021 MTC endorsed the Blue-Ribbon Transit Recovery Task Force's 27-point Transit Transformation Action Plan (Action Plan). The Action Plan sets a course for accelerating the Bay Area's transit network transformation while integrating with recovery actions that are on-going in the wake of the pandemic. Central to the Action Plan was a focus on three initiatives that were underway prior to the pandemic. These efforts (Fare Integration and Policy, Mapping and Wayfinding, and Transit Priority on Roadways) were identified and endorsed for accelerated action and focus. MTC will develop an implementation Roadmap and work towards several of actions outlined in the Action Plan.

Over the course of FY 2022-23 MTC staff worked to implement the Clipper BayPass Pilot Program, which is the first "all you can use" transit pass covering all Bay Area transit operators. The first phase of the Clipper BayPass Pilot has been implemented at UC Berkeley, San Francisco State University, San Jose State University, Santa Rosa Junior College, and at 12 affordable housing communities managed by MidPen Housing. In 2023-24, the Clipper BayPass Pilot Program will expand in its second phase to private employers around the Bay Area. MTC staff have also worked to advance the deployment of a common regional transit transfer policy in 2024 upon the launch of the Next Generation Clipper fare payment system. Under the 2012 TSP Initiative, transit priority investments emerged as new programs. The TPI program funds low-cost capital investments that can be implemented rapidly to improve operations and customer experience on major transit corridors and systems. Since 2012, \$104 million has been programmed to 35 projects. Through this funding program, operators have completed projects that improve transit reliability, speed, and rider experience. This program will evolve and continue through the Transit Transformation Action Plan.

Short Range Transit Plans: Bay Area transit agencies regularly develop and update short-range plans to show operating and capital needs, service plans and budgets over a 10-year horizon. All transit agencies in the Bay Area are required to submit Short-Range Transit Plans (SRTPs) to MTC to comply with various Federal Transit Administration and Caltrans requirements. These are updated on a four-year cycle with the most recent update in 2022.

Transit 2050+, an implementation action of the Blue-Ribbon Transit Transformation Action Plan and Plan Bay Area 2050, will explore network planning challenges in the diverse nine-county San Francisco Bay Area. Envisioned to be integrated into the minor update to Plan Bay Area 2050, known as Plan Bay Area 2050+, Transit 2050+ will develop the first transit modal plan within the broader regional plan context. Over the course of a three-year planning process, it will explore aspirational goals for the transit network and challenges experienced by riders today and in the future, and then delve into potential network improvements – both capital and operational – to create a more integrated customer-oriented experience. This work will be undertaken with close collaboration of regional and local transit partners, as well as stakeholder organizations, with input at key junctures from the general public.

C. Project Products

- Semi-annual TPI program reports

- Operator Short Range Transit Plans
- Transit Transformation Action Plan
- Transit 2050+ (formerly known as the Connected Network Plan)

D. Previous Accomplishments and Links to Relevant Products

- [TSP Project](https://mtc.ca.gov/tools-resources/digital-library/tsp-may23-commissionpdf) recommendations adopted in May 2012: <https://mtc.ca.gov/tools-resources/digital-library/tsp-may23-commissionpdf>
- TPI Project implementation commenced in June 2012 and is ongoing.
 - Rounds 1-4 TPI Incentive grants awarded in January 2013 – May 2016.
 - Round 1-3 TPI grants awarded in September 2014 – January 2017.
 - Beginning in 2017, annually funded TPI projects through the Low Carbon Transit Operations Program (LCTOP).
- Studies
 - Completed Phase I of the Tri-City Transit Study - and transitioned potential Phase II work to Alameda CTC per project Policy Advisory Committee direction.
 - Finalized AC Transit/BART Inner East Bay Fare Discount Pilot Study in Spring 2017.
 - Finalized SMART bus integration and station access improvements study in Spring 2017.
 - [Sonoma County TIES Study in November 2019](https://scta.ca.gov/wp-content/uploads/2020/05/TIES-Final-Report_11.4.19.pdf) https://scta.ca.gov/wp-content/uploads/2020/05/TIES-Final-Report_11.4.19.pdf
 - [Initiated the Transit Use Study with UCLA in Fall 2018](https://www.its.ucla.edu/2020/02/26/ucla-unveils-bay-area-transit-ridership-study/). <https://www.its.ucla.edu/2020/02/26/ucla-unveils-bay-area-transit-ridership-study/>
 - Initiated the [Southern Alameda Integrated Rail Analysis Fall 2018](https://mtc.ca.gov/planning/transportation/regional-transportation-studies/southern-alameda-county-integrated-rail-analysis-soco-rail-study). <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/southern-alameda-county-integrated-rail-analysis-soco-rail-study>
 - [Crossing Study](https://mtc.ca.gov/planning/transportation/regional-transportation-studies/bay-crossings-studies) to be finalized in Fall 2019. <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/bay-crossings-studies>
 - [Southern Alameda County Integrated Rail Study](https://mtc.ca.gov/planning/transportation/regional-transportation-studies/southern-alameda-county-integrated-rail-analysis-soco-rail-study) to be completed by June 2023. <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/southern-alameda-county-integrated-rail-analysis-soco-rail-study>
- [Five Year Large Operator TSP Performance Metric Assessment Update](https://mtc.legistar.com/LegislationDetail.aspx?ID=5025377&GUID=B7D38EC8-E9D3-45F3-B4D9-1B3C8B12769D&Options=&Search=) (Programming and Allocations Committee, February 2019) <https://mtc.legistar.com/LegislationDetail.aspx?ID=5025377&GUID=B7D38EC8-E9D3-45F3-B4D9-1B3C8B12769D&Options=&Search=>
- Adopted a [TSP Performance Metrics policy for Small and Medium Transit Operators](https://mtc.ca.gov/sites/default/files/MTC_ResNo_4321_STA_Pop-Based_Funds.pdf) (Resolution No. 4321, February 2019) https://mtc.ca.gov/sites/default/files/MTC_ResNo_4321_STA_Pop-Based_Funds.pdf
- Convening of [Blue Ribbon Transit Recovery Task Force](https://mtc.ca.gov/about-mtc/committees/interagency-committees/blue-ribbon-transit-recovery-task-force) (2021) <https://mtc.ca.gov/about-mtc/committees/interagency-committees/blue-ribbon-transit-recovery-task-force>
- Completion of initial tasks for Transit 2050+ (formerly known as the Connected Network Plan), including draft network definition and goals and objectives, and selection and onboarding of consultant team.
- [Short-Range Transit Plan Updates](https://mtc.ca.gov/planning/transportation/regional-transportation-studies/short-range-transit-plans-srtp) <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/short-range-transit-plans-srtp>
- Ongoing Annual Transit Operator Performance Metric Review: Given the COVID-19 pandemic's impacts on transit operations, MTC staff waived the reporting/collection of traditional performance metrics in favor of working with operators on Short Range Transit Planning and on transit recovery through the Blue-Ribbon Transit Recovery Task Force (links to relevant materials provided above).
- FY 19/20 - fund source number 2211
 - Staff time for initiation and completion of [Crossings Study](https://mtc.ca.gov/planning/transportation/regional-transportation-studies/bay-crossings-studies), including scope development, consultant procurement, and project management, oversight, and review of deliverables. <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/bay-crossings-studies>

- Staff time for initiation of Southern Alameda County Integrated Rail Analysis, including scope development, consultant procurement and kick-off, and project management, oversight, and review of deliverables for initial phases of work.

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Continue monitoring of Transit Performance Initiative programs (Investment and Incentive Program) to support a robust transit system in the Bay Area region.	Staff	Semi-annual reports to the Commission (two)	FTA 5303/ BATA RM 2 Capital/ General Fund	07/01/23	06/30/24
2	Transit Agency performance and financial sustainability.	Staff	Inputs to Funding Advocacy Program and Strategies	FTA 5303/ BATA RM 2 Capital	07/01/23	06/30/24
3	Facilitate the development of Short-Range Transit Plans (SRTPs) for transit operators.	Staff	Reports of 10-year transit operator capital and operating budgets, plans, and programs for selected operators (as needed)	FTA 5303/STA	07/01/23	06/30/24
4	Implement recommendations from the Transformation Action Plan (27 Actions)	Staff	Program Updates to the Commission	STA/ REAP 2.0/General Fund	07/01/23	06/30/24
5	Transit Fare Coordination/ Integration Study and Business Case	Staff	Continue progress and outline next steps on study recommendations (ongoing)	STA/ General Fund	07/01/23	06/30/24

6	Transit 2050+ (formerly known as the Connected Network Plan):	Staff and Consultant (TBD)	<p>Analysis of existing conditions, needs, gaps, and opportunities</p> <p>Development of network concepts</p> <p>Evaluation and assessment of network concepts, including associated capital and operating investments</p> <p>Identification of a preferred network concept for incorporation in the final Plan Bay Area 2050+ Blueprint</p>	FTA 5303/ General Fund	07/01/23	6/30/24
7	Continue to program/ fund TPI-like projects through Cap-and-Trade Low Carbon Transit Operations Program funding on an annual basis and OBAG in future years. LCTOP program approval of TPI projects by Commission TPI Call for projects	Staff	LCTOP program approval of TPI projects by Commission TPI Call for projects (as needed)	STA/ General Fund	07/01/23	06/30/24
8	Support and participate in the development of a business plan for Diridon Station, which will be used to guide key next steps in the project	Staff/ Agency (Caltrain)	Funding agreement Project Deliverables (memos, presentations)	STBG	11/01/22	06/30/24
9	Regional Zero Emissions Fleet Strategy	Consultant (TBD)	Project Deliverables (memos, presentations)	FTA 5303/ STBG / General Fund	11/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- Continual planning for the TPI program and the Annual LCTOP programming for TPI projects.

- Continue supporting Transit Recovery and Improvement efforts
- Continual advancement of the Transit Transformation Action Plan
- Ongoing and evolving Transit Coordination and engagement
- Continuation/advancement of transit coordination and ridership initiatives and studies
- Completion of Transit 2050+ and adoption of Plan Bay Area 2050+

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1522: SFMTA Muni Metro Modernization Planning Study

Project Manager: Krute Singa

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Consultants	\$ 1,200,000	\$ 1,200,000	\$ -
Total Expenses	\$ 1,200,000	\$ 1,200,000	\$ -

Revenues	Amendment No. 1	Amendment No. 2	Change
Federal Transit Administration (FTA) 5304 (FY 2022-23) (Carryover)	\$ 500,000	\$ 500,000	\$ -
SFMTA Local Funding (Local Match for SFMTA)	700,000	700,000	-
Total Revenues	\$ 1,200,000	\$ 1,200,000	\$ -

Federal Share

41.67%

41.67%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

The SFMTA's Muni Metro light-rail system is the second busiest light-rail system in the country with almost 170,000 daily riders (pre-COVID). The system is critical to providing mobility and accessibility to support San Francisco's dense transit-oriented land uses. Yet the system is plagued by growing and aging pains resulting in frequent crowding and slow unreliable service. Building on critical investments already underway to improve State of Good Repair and begin modernizing the train control system, the Muni Metro Modernization Planning Study will identify a package of projects to provide much-needed capacity and reliability improvements for Muni Metro. Together, selected strategies will provide Muni rail customers with faster, longer trains, providing a quality of service that can be relied upon. The outcome of the Study will be a package of projects to pursue that would be eligible and competitive for a Federal Transit Administration (FTA) Core Capacity Capital Investment Grant and further definition of investments along key surface segments of the Metro rail system with a focus on the M-line between West Portal and San Francisco State University.

This Study will build on the work of the ongoing Muni Metro Core Capacity Vision Analysis. The Vision Analysis is being developed using a separate funding source. It will include baseline analysis of Muni Metro demand and capacity at critical points within the rail network. Based on these findings, a desired future level of train throughput through critical subway and surface points in the network will be identified, which will then set performance target thresholds for each of these segments. The performance target thresholds will be used to guide development and evaluation of capacity-enhancing investments through the Muni Metro Modernization Planning Study. The Study will use these inputs to refine and advance a program of feasible projects to achieve the target level of capacity improvement, completing needed analytical and technical work to ready the package for entry into the Project Development phase of the Capital Investment Grant program. It also advances project development of investments for critical Metro surface segments, particularly the M Ocean View between West Portal and San Francisco State University, readying the project for a focused community outreach process that would follow completion of grant activities.

The Muni Metro Modernization Planning Study will:

- Assess the feasibility and potential transit capacity improvements associated with a variety of strategies
- Create a toolkit of feasible strategies by surface rail corridor to support subsequent phases of project outreach and design, with particular emphasis on delay and capacity solutions for the M Ocean View from West Portal to San Francisco State University (SFSU)
- Engage key stakeholders to provide program-level input to help scope project-specific outreach that would follow on a project-by-project basis following grant scope completion
- Develop a funding and implementation strategy that sets projects up for competitive an FTA Core Capacity Capital Investment Grant

C. Project Products

- Develop a major capital program that holistically addresses longstanding capacity and reliability issues on the Muni Metro system.
- Develop a Funding and Implementation Strategy for the Muni Metro Modernization Core Capacity Program, targeting the FTA Core Capacity grant program
- Publish a summary Report
- Perform initial conceptual design on the key M Ocean View trunk line

D. Previous Accomplishments and Links to Relevant Products

- [2014 SFCTA 19th Avenue Transit Study](https://www.sfcta.com/sites/default/files/projects/19thAve_final_report.pdf): https://www.sfcta.com/sites/default/files/projects/19thAve_final_report.pdf
- [2016 Draft Rail Capacity Study](https://www.sfcta.com/reports/sfcta-rail-capacity-strategy): <https://www.sfcta.com/reports/sfcta-rail-capacity-strategy>
- [2016 Muni Subway Expansion Project](https://www.sfcta.com/projects/muni-subway-expansion-project): <https://www.sfcta.com/projects/muni-subway-expansion-project>
- [2017 Core Capacity Transit Study](https://mtc.ca.gov/planning/transportation/regional-transportation-studies/core-capacity-transit-study-ccts): <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/core-capacity-transit-study-ccts>
- [ConnectSF](https://connectsf.org/about/resources-and-media/): Available at <https://connectsf.org/about/resources-and-media/>:
 - ConnectSF Transit Outreach Strategy Reports (2019-2021)
 - ConnectSF Transit Strategy
 - Statement of Needs Final Report
 - ConnectSF Vision
 - ConnectSF Subway Vision
 - ConnectSF Futures Primer

E. Work Plan (FY 23-24)

Task No.	Activity	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Quarterly Invoicing, Progress Reports and Project Management	Staff	Quarterly Project Reports, Invoices, other compliance documentation as needed	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	07/01/23	06/30/24
2	Outreach and stakeholder involvement	SFMTA, SFMTA Consultant	Outreach plan, outreach summary	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	07/01/23	06/30/24
3	Strategy identification, research/integration	SFMTA, SFMTA Consultant	Stakeholder meetings, strategy research/ analysis, summary technical memo	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	07/01/23	08/31/23
4	Strategy capacity evaluation	SFMTA, SFMTA Consultant	Strategy capacity evaluation – documentation of results	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	07/01/23	10/31/23
5	Feasible initial investments by corridor (M Ocean View surface optimization concept development)	SFMTA, SFMTA Consultant	Documentation of initial feasible concepts by corridor with narrative, visuals, and concept-level cost estimates	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	11/01/23	06/30/24

6	Funding and implementation strategy	SFMTA, SFMTA Consultant	Documentation of funding and implementation strategy	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	05/01/24	06/30/24
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F. Anticipated Future Activities (FY 2024-25)

Task No.	Activity	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Quarterly Invoicing, Progress Reports and Project Management	Staff	Quarterly Project Reports, Invoices, other compliance documentation as needed	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	Ongoing	02/28/25
2	Outreach and stakeholder involvement	SFMTA, SFMTA Consultant	Outreach plan, outreach summary	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	Ongoing	02/28/25
3	Funding and implementation strategy	SFMTA, SFMTA Consultant	Documentation of funding and implementation strategy	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	Ongoing	09/30/24
4	Study Findings Report	SFMTA, SFMTA Consultant	Draft and Final Findings Report	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	07/01/24	01/31/25

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Data in Transportation Planning

Work Element 1611: Regional Growth Framework Planning and Implementation

Project Manager: Mark Shorett

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 1,191,161	\$ 1,191,161	\$ -
Benefits	506,243	506,243	-
Indirect	848,702	848,702	-
Consultants	63,362,332	63,362,332	-
Total Expenses	\$ 65,908,438	\$ 65,908,438	\$ -

Revenues	Amendment No. 1	Amendment No. 2	Change
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)	\$ 126,916	\$ 126,916	\$ -
<i>Toll Credit Match</i>	14,557	14,557	-
Federal Transit Administration (FTA) 5303 (FY 2023-24)	663,453	663,453	-
<i>Toll Credit Match</i>	76,098	76,098	-
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	24,267,574	24,267,574	-
<i>Toll Credit Match</i>	2,783,491	2,783,491	-
Surface Transportation Block Grant (STBG) (Local Match Required)	33,791,100	33,791,100	-
<i>Local Match - General Fund</i>	4,377,995	4,377,995	-
California Department of Conservation	250,000	250,000	-
<i>Local Match</i>	100,000	100,000	-
California Housing Community Development (HCD) (REAP 2.0)	316,431	316,431	-
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2021-22) (Carryover)	40,000	40,000	-
<i>Local Match - General Fund</i>	5,182	5,182	-
Exchange Fund	4,250,000	4,250,000	-
High Occupancy Vehicle (HOV) Lane Fines	387,430	387,430	-
General Fund	(2,667,643)	(2,667,643)	-
Total Revenues	\$ 65,908,438	\$ 65,908,438	\$ -

Federal Share

89.29%

89.29%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

The Regional Growth Framework is a centerpiece of [Plan Bay Area 2050](#)

(<https://www.planbayarea.org/finalplan2050>), the regional plan for transportation, housing, economic development and environmental resilience, which serves as the Regional Transportation Plan/Sustainable Communities Strategy. A focused pattern of development near high-quality transit is what enables the region to develop and implement a set of fiscally constrained transportation investments, improve air quality, advance equity, grow transit ridership, expand access to opportunity, enhance economic efficiency and improve mobility options for all residents. In Plan Bay Area 2050, this framework is made up of a network of [Growth Geographies](https://www.planbayarea.org/sites/default/files/documents/PBA2050_Growth_Geographies_Oct2021_0.pdf) (https://www.planbayarea.org/sites/default/files/documents/PBA2050_Growth_Geographies_Oct2021_0.pdf), including [Priority Development Areas \(PDAs\)](https://mtc.ca.gov/planning/land-use/priority-development-areas-pdas) (<https://mtc.ca.gov/planning/land-use/priority-development-areas-pdas>), [Priority Production Areas \(PPAs\)](https://mtc.ca.gov/planning/land-use/priority-production-areas-ppas) (<https://mtc.ca.gov/planning/land-use/priority-production-areas-ppas>), as well as complementary [Priority Conservation Areas \(PCAs\)](https://abag.ca.gov/our-work/land-use/pca-priority-conservation-areas) (<https://abag.ca.gov/our-work/land-use/pca-priority-conservation-areas>) selected to maximize the effectiveness of transportation investments funded through the Plan, protect and enhance the environment, increase economic competitiveness and directly benefit the region's transportation system performance.

Implementation initiatives identified in Plan Bay Area and carried out during FY 21-22 and FY 22-23 strengthened the Regional Growth Framework by establishing two key policies and programs to better connect the Plan's regional-scale vision to local land use and investment decisions. The first, the Commission-adopted Transit Oriented Communities Policy, establishes planning standards for areas around transit stations receiving significant public investment through the RTP and other regional discretionary programs to optimize the effectiveness of these investments, and updates the 2005 Transit-Oriented Development Policy. The second, Priority Sites, also seeks to optimize the effectiveness of key transportation investments by adding a new Regional Growth Framework designation ("Priority Sites") to identify sites where transit-oriented development projects can achieve the greatest improvements in system performance and make the greatest strides toward implementing Plan Bay Area. Established by the Commission in 2023, Priority Sites will be rolled out as a key pilot project alongside Priority Production Areas, which seek to expand economic opportunity, particularly in communities with limited access to jobs and historic marginalization, while also increasing the efficacy of net-zero emissions technologies and reducing the need for lengthy commutes in single-occupancy vehicles, in the process reducing the air pollution burden.

Through MTC's four-year One Bay Area 3 Grant Program (FY23-FY26), MTC has approved an increased amount of funding to invest in Regional Growth Framework Planning and Implementation. The funding amounts noted in Section A, Budget, reflect funding that will be programmed over a multi-year period. Following the award of a new round of planning grants in FY 22-23, in FY 23-24 MTC will ramp up investments in Planning Grants (Task 1) and Technical Assistance guidance (Task 2), as well as investments to implement the Transit Oriented Communities Policy (Task 3) and pursue pilot programs, including Priority Sites and Priority Production Areas, and key regional studies (Task 4). These additional funds are needed to assist local jurisdictions in implementing the forecasted development pattern of Plan Bay Area 2050, which includes more growth geography areas than in former plans, and to ensure that the update to Plan Bay Area 2050 is shaped by the lessons learned from these implementation activities. These tasks will be complemented by carrying out and updating the Priority Conservation Area program (Task 5).

In FY23-24, the Regional Growth Framework Planning and Implementation Program focuses on six tasks:

- 1) Planning Grants that implement Plan Bay Area 2050's Regional Growth Framework by supporting jurisdictions to plan for transit-supportive land uses near transit stations and along transit corridors in locations identified in the Plan, such as Priority Development Areas (PDAs), through strategies related to parking, complete streets, pedestrian and cyclist safety, equity, multimodal circulation and access—spurring ridership, improving system performance and safety, expanding access to opportunity, advancing equity and reducing the need for single-occupancy vehicles. The increased funding in FY23-24 will augment the existing program and enable MTC to support an additional 20-30 local plans over the next four years. Plans supported through these grants must include a robust public engagement process-integrating

Virtual Public Involvement (VPI) tools to the extent possible and incorporate an equity assessment to help ensure that transit-oriented development benefits underserved and disadvantaged communities. In addition, all grant-funded plans follow a best practices approach to ensuring Planning and Environment Linkages (PEL) by carrying out a collaborative and integrated approach that considers environmental, community, and economic goals early in the planning process, and using the information, analysis, and products developed during planning to inform the environmental review process.

Although the majority of Priority Development Areas (PDAs) have adopted plans, many have yet to initiate plans and others will need to update 10–20-year-old plans in the coming years. In addition, jurisdictions that have not yet nominated PDAs but are subject to the Transit Oriented Communities Policy may need to complete plans to comply with the policy. To meet this need, staff may issue an additional call for projects for Planning grants, contingent upon available funding, to complement the funding awarded in FY 22-23. For an example of a grant-funded plan, see the [Diridon Integrated Station Concept Plan](https://www.diridonsj.org/disc): <https://www.diridonsj.org/disc>.

- 2) Technical Assistance and other programmatic guidance to local governments to identify and advance shared solutions to regionally significant obstacles to successful transportation and land use integration and to reduce single-occupancy vehicle trips, such as continued support to shift the transportation impact review process from Level of Service (LOS) to Vehicle Miles Travelled (VMT). This may include assistance delivered by consultants or MTC staff, forums, trainings and webinars. The increased funding in FY23-24 will augment the existing program and enable MTC to support an additional 10-20 Technical Assistance projects over the next four years. For an example of Technical Assistance delivered through this Work Element, see [MTC's set of LOS to VMT resources](https://mtc.ca.gov/sites/default/files/SB%20743%20Key%20Implementation%20Steps_0.pdf), which staff will continue to deliver: https://mtc.ca.gov/sites/default/files/SB%20743%20Key%20Implementation%20Steps_0.pdf.
- 3) [Transit-Oriented Communities \(TOC\) Policy](#) Implementation, including the development and dissemination of guidance to local and county partner agencies, and the review and verification of documentation of compliance submitted by local governments subject to the policy. Key activities during FY23-24 will include finalizing policy and procedural guidance, user testing of documentation methods, stakeholder engagement, and beginning the process of verifying submitted documentation for compliance with the TOC policy. As part of the stakeholder engagement process, MTC staff will analyze any potential coordination opportunities with Federal Land Management Agencies if the policy is applicable to any federal land. For more information about the TOC policy, see: <https://mtc.ca.gov/planning/land-use/transit-oriented-communities-toc-policy>.
- 4) Regional Studies & Pilot Programs that analyze challenges and opportunities related to elements of the Regional Growth Framework introduced Plan Bay Area 2050--such as Priority Production Areas and strategies to create equitable transit-supportive growth on public land and aging mall sites—and advance innovative pilot projects and policies that will be assessed and potentially replicated regionwide to accelerate implementation of Plan Bay Area 2050. In 2023-24, this will include launching two pilot programs, Priority Production Areas and Priority Sites, both of which will deliver technical assistance to potentially replicable projects that accelerate the implementation of Plan Bay Area 2050 and the Regional Growth Framework. In the case of Priority Sites, the pilot will identify the strongest locations for equitable transit-oriented development in the Bay Area with support from local, non-profit, and private sector partners. The lessons learned from these pilot efforts will help inform the next RTP/SCS, and, if successful, create the foundation for additional future partnerships and investments – including coordination with the recently created Bay Area Housing Finance Authority (BAHFA). For an example of previous regional studies, see [MTC's Infrastructure Financing Study](https://mtc.ca.gov/sites/default/files/Infrac_Financing_White_Paper_6-23-16.pdf): https://mtc.ca.gov/sites/default/files/Infrac_Financing_White_Paper_6-23-16.pdf.
- 5) Priority Conservation Area Program Administration and Update, including the management of existing grants supporting projects in PCAs that implement Plan Bay Area 2050 (e.g., completion of portions of the

San Francisco Bay Trail) and completion of a collaborative initiative to update the program. Consistent with Plan Bay Area 2050’s implementation plan, staff will continue to advance a broad-based, multi-partner and multi-stakeholder PCA “Refresh” involving: analysis of the strengths and weaknesses of the current PCA program; developing a vision for next-generation PCAs; establishing goals and objectives for PCAs utilizing a science-based approach, with a focus on prioritizing the most critical conservation areas; expanding the PCA planning framework to encompass factors such as resilience to climate hazards, equity, and access to parks and open space; and strengthening data and mapping tools in advance of the next regional plan (RTP/SCS). In addition to the next regional plan, this initiative will inform priorities for future PCA grants.

C. Project Products

1. Completed Plans (e.g., Station Area Plans, Specific Plans) and call for projects
2. Guidance Resources (e.g., model zoning and policy language to comply with TOC policy)
3. Forums, Trainings and Webinars (e.g., VMT reduction “how to”; TOC policy implementation “how to”)
4. Designation of Priority Sites
5. Completed Regional Studies (e.g., assessment of infrastructure needs of Priority Sites)
6. Pilot Program Implementation (e.g., technical assistance and pilot funding to Priority Sites and PPAs, and evaluation of outcomes)
7. Completed PCA Grants; Completed PCA Refresh

D. Previous Accomplishments and Links to Relevant Products

- Awarded more than 120 [PDA/Station Area planning and Technical Assistance grants](https://mtc.ca.gov/funding/funding-opportunities/priority-development-area-pda-grants) (https://mtc.ca.gov/funding/funding-opportunities/priority-development-area-pda-grants) totaling \$57 million and resulting in capacity for over 150,000 housing units and 120 million square feet of commercial development in transit-served locations identified in the RTP’s forecasted growth pattern, supported by parking, TDM, and connectivity strategies to enhance mobility in these areas. (2007-2023)
- Convened more than 50 Webinars and Forums and disseminated resource materials, including in FY 2022-23 step-by-step guidance [for implementing California’s Vehicle Miles Travelled transportation analysis standards](https://mtc.ca.gov/planning/transportation/driving-congestion-environment/sb-743-los-vmt-transition) (https://mtc.ca.gov/planning/transportation/driving-congestion-environment/sb-743-los-vmt-transition), [advancing transit-oriented development on publicly owned lands](https://abag.ca.gov/technical-assistance/public-lands-playbook) (https://abag.ca.gov/technical-assistance/public-lands-playbook), and work groups supporting local governments facing shared issues such as [aging malls and office parks](https://mtc.ca.gov/planning/housing/transforming-malls-office-parks) (https://mtc.ca.gov/planning/housing/transforming-malls-office-parks) ripe for redevelopment. (2018-2023)
- Established and refined a nationally recognized [Regional Growth Framework](https://mtc.ca.gov/planning/land-use) (https://mtc.ca.gov/planning/land-use) that evolved through three iterations of Plan Bay Area to integrate land use more efficiently and effectively with transportation investments. (2008-2022)
- Adopted the [Transit Oriented Communities \(TOC\) Policy](https://mtc.ca.gov/planning/land-use/transit-oriented-communities-toc-policy) (https://mtc.ca.gov/planning/land-use/transit-oriented-communities-toc-policy), updating the TOD policy with a more comprehensive set of standards to ensure communities near fixed-guideway transit—among the region’s largest transportation investments—are planned in a manner that facilitates transit-supportive residential and commercial densities, advances parking best practices, and holistic planning for all modes, ages, and abilities. (2022)
- Completed 11 requests for projects for [PDA Planning/Technical Assistance](https://mtc.ca.gov/funding/funding-opportunities/priority-development-area-pda-grants) (https://mtc.ca.gov/funding/funding-opportunities/priority-development-area-pda-grants), including a call in FY 22-23. (2008-2023)
- Reviewed county congestion management agency PDA Investment and Growth Strategies for each iteration of Plan Bay Area, including enhancements for the most recent set of Strategies that identified transportation and transit-supportive housing projects in each PDA (2022)

- Updated PDA Planning Guidelines (2018, 2021, 2022)
- Launched competitive grant program for natural landscapes, agricultural lands, regional recreation and urban greening projects in Priority Conservation Areas, and awarded grants (2019)
- Established [Priority Production Areas \(PPA\)](https://mtc.ca.gov/planning/land-use/priority-production-areas-ppas) (<https://mtc.ca.gov/planning/land-use/priority-production-areas-ppas>) criteria and pilot program to identifying these areas (2019)
- Adopted more than 200 locally nominated [Priority Development Areas \(PDAs\)](https://mtc.ca.gov/planning/land-use/priority-development-areas-pdas) (<https://mtc.ca.gov/planning/land-use/priority-development-areas-pdas>) and 165 [Priority Conservation Areas \(PCAs\)](https://abag.ca.gov/our-work/land-use/pca-priority-conservation-areas) (<https://abag.ca.gov/our-work/land-use/pca-priority-conservation-areas>), leveraging updated growth framework criteria (2019-20), for [Plan Bay Area 2050](https://www.planbayarea.org/) (<https://www.planbayarea.org/>).
- Completed [TOD on Public Lands Study](https://mtc.ca.gov/sites/default/files/Public%20Lands%20Affordable%20Housing%20ActionPlan%20Sept%202018.pdf) (2018) <https://mtc.ca.gov/sites/default/files/Public%20Lands%20Affordable%20Housing%20ActionPlan%20Sept%202018.pdf>
- Completed [Infrastructure Financing White Paper](https://mtc.ca.gov/sites/default/files/InfraX_Financing_White_Paper_6-23-16.pdf) (2016) https://mtc.ca.gov/sites/default/files/InfraX_Financing_White_Paper_6-23-16.pdf
- Completed [SR 82 Relinquishment Exploration Study](https://mtc.ca.gov/digital-library/5024132-state-route-82-relinquishment-exploration-study) (2015) <https://mtc.ca.gov/digital-library/5024132-state-route-82-relinquishment-exploration-study>
- Completed certification of Sonoma Marin Rail Transit Ph. 1 consistency with MTC TOD policy (2010)

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Planning Grants	Consultants (TBD); Staff	Completed Plans (existing grants); Call for projects (as needed)	STBG/ FHWA PL/FTA 5303	07/01/23	06/30/24
2	Technical Assistance	Consultants (TBD); Staff	Completion and/or dissemination of new Guidance Resources; Completion of technical assistance projects; Forums, Trainings and Webinars (as needed)	STBG/ General Fund	07/01/23	06/30/24

3	Transit-Oriented Communities Policy Implementation	Consultants (TBD); Staff	Completion and dissemination of Guidance documents; Memos, presentations, and notes from stakeholder engagement	General Fund	07/01/23	06/30/24
4	Regional Studies & Pilot Programs	Consultants (TBD); Staff	Completed Regional Studies; Proposed and completed Pilot Programs (as needed)	General Fund	07/01/23	06/30/24
5	Priority Conservation Area Program (PCA)	Consultant (TBD); Staff	Memos, Presentations, and Project Data regarding PCA refresh (ongoing); Completed grant-funded projects	California Department of Conservation /General Fund/STBG	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

1. Carry out existing Planning Grants
2. Pending available funding, issue call for Planning Grants to meet remaining need in unplanned PDAs
3. Carry out existing, and deliver additional, Technical Assistance to implement the Regional Growth Framework
4. Continue to deliver guidance to enable local governments to comply with the Transit-Oriented Communities Policy and any conditions related to OBAG3, and review local jurisdiction compliance
5. Complete regional studies addressing emerging challenges related to implementing the Regional Growth Framework and the SCS/RTP
6. Produce final report and mapping products for the PCA Refresh project
7. Carry out Priority Conservation Area grants
8. Based upon findings from Regional Studies and Pilot Program efforts in 2023-24, assess outcomes, consider program expansion, and inform the next RTP/SCS

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote

consistency between transportation improvements and state and local planned growth and economic development patterns.

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve transportation system resiliency and reliability and reduce (or mitigate) stormwater impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

FY 2022-23 Senate Bill 1 (SB1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2022-23, SB1 Planning Formula Funds will support implementation of MTC's Transit Oriented Communities (TOC) Policy, which aims to better align land use to support the region's transit investments, helping to reduce greenhouse gas and criteria pollutant emissions from the transportation sector. For Priority Development (PDA) and Transit Rich Areas (TRA) with fixed guideway transit, this involves first assessing jurisdiction compliance with meeting the (proposed) TOC Policy requirements related to residential and commercial densities, housing policies that support production, preservation and tenant protections, parking and station access. Existing planning and technical assistance programs will offer support to jurisdictions to come into compliance with the Policy. The TOC Policy, along with the supporting planning and technical assistance programs, directly relate to achieving state-mandated GHG emissions reduction targets, as well as other goals associated with the region's Regional Transportation Plan/Sustainable Communities Strategy, or Plan Bay Area (PBA).

These funds will directly support staff to assess local compliance with the TOC Policy. Staff will initiate a baseline assessment of jurisdiction compliance and develop an internal approach for monitoring progress. Staff will also evaluate and assess the need for additional guidance documents to help jurisdictions to understand TOC Policy requirements. Finally, these funds will also support local planning and implementation activities in jurisdictions that need assistance to meet TOC Policy requirements and will include planning in PDAs and Transit Rich Areas (TRAs) as well as parking and station access and circulation efforts. Staff will coordinate internal review of planning and technical assistance deliverables so that internal subject-matter experts review relevant deliverables for TOC Policy compliance.

Planning in PDAs is key to fully realizing and implementing PBA as PDAs serve as the framework for where the majority of development growth will occur over the time horizon of the Plan.

MTC has provided planning grants and technical assistance to local jurisdictions for over 10 years to strengthen the connection between transportation and land use. MTC's TOC Policy also focuses on TRAs, ensuring that the land uses in these geographies are also supportive of the region's transit investments.

B. Project Products

Implementation of MTC's TOC Policy – assessment of policy compliance by examining local jurisdiction policies and programs as well as guidance and support through planning and technical assistance.

C. Previous Accomplishments

In FY 2021-22, MTC staff led the update to MTC's Transit Oriented Development (TOD) Policy, or the TOC Policy. The policy focuses on achieving land uses that support transit ridership, including residential and commercial densities, transit access, as well as housing and parking policies that help to ensure equitable station areas and transit corridors. Staff anticipates adoption of the final policy in summer 2022.

D. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Solicit updates to Priority Development Areas, Priority Production Areas, and if relevant, Priority Conservation Areas in advance of Plan Bay Area 2050 Update.	Staff	- Staff memo - Presentation - Materials for local jurisdictions	SB 1/ General Fund	03/01/23	06/30/23
2	Begin updating Transit-Rich Areas and High-Resource Areas with latest available data in advance of Plan Bay Area 2050 Update.	Staff	- Maps/data layers (ongoing)	SB 1/ General Fund	04/01/23	06/30/23

FY 2021-22 Senate Bill 1 (SB1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2021-22, SB1 Planning Formula Funds will provide funding to update MTC's 2005 Transit-Oriented Development Policy. Since its adoption, the Policy has been successful in achieving planned housing thresholds in and around these transit stations and corridors. The next generation policy is exploring a broader range of funding sources, projects and eligibility criteria, and is assessing how to more broadly apply MTC's TOD Policy to incentivize housing.

B. Project Products

- Technical Advisory Committee presentations and materials
- Draft Policy Alternatives
- MTC Committee materials
- Stakeholder presentations

C. Previous Accomplishments and Links to Relevant Products

- Initiated TOD Policy Update
- Completed the [integrated OBAG/PDA Assessment \(2021\)](https://mtc.legistar.com/View.ashx?M=F&ID=7748976&GUID=C425C9CB-EE1C-4480-8EFD-7E085AFA6737):
<https://mtc.legistar.com/View.ashx?M=F&ID=7748976&GUID=C425C9CB-EE1C-4480-8EFD-7E085AFA6737>

D. Work Plan (FY 2021-22)

Task No.	Task Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff and consultant team will coordinate with agency staff, Technical Advisory Committee and stakeholders	Staff/ Consultant (Strategic Economics)	Alignment with related MTC efforts, meeting agendas, presentations or summary notes (ongoing)	SB1/ General Fund	07/01/21	Ongoing through project duration
2	Staff and consultant team will develop and deliver Policy Alternatives	Staff/ consultant (Strategic Economics)	Project deliverables (as needed)	SB1/ General Fund	07/01/21	12/31/21
3	Staff will deliver a draft TOD Policy	Staff	Draft report (once)	SB1/ General Fund	10/01/21	Ongoing through project duration – anticipated summer 2022
4	Staff will finalize project	Staff	Final report, materials (once)	SB1/ General Fund	12/01/21	Anticipated summer 2022

Work Element 1621: Network Management — Planning for Implementation

Project Manager: Shruti Hari

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 652,305	\$ 652,305	\$ -
Benefits	277,230	277,230	-
Indirect	464,768	464,768	-
Consultants	-	-	-
Total Expenses	\$ 1,394,303	\$ 1,394,303	\$ -

Revenues	Amendment No. 1	Amendment No. 2	Change
State Transit Assistance (STA)	1,048,346	1,048,346	-
Bay Area Toll Authority (BATA) Regional Measure 2	312,995	312,995	-
General Fund	32,962	32,962	-
Total Revenues	\$ 1,394,303	\$ 1,394,303	\$ -

Federal Share 0.00% 0.00%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

There are 27 different transit operators in the San Francisco Bay Area, each governed by its own policy body and responsible for its business model, service and performance. International, and increasingly, national examples, show that network management increases coordination between transit agencies and increases ridership. This project will further develop and analyze proposed network management concepts for the Bay Area identified by the Blue-Ribbon Transit Recovery Task Force (BRTRTF). The Task Force and staff will recommend a preferred alternative structure(s) for Regional Network Management (NM) and will identify next steps.

C. Project Products

- Define and confirm priority accountability areas (responsibilities) for network management
- Evaluate and make recommendations on a regional network management (RNM) framework.
- Identify next steps for implementation of the RNM Framework.

D. Previous Accomplishments and Links to Relevant Products

Deliverables expected to be completed in FY 2022-23

- Project plan and schedule
- Memo on problem statement and existing conditions
- Draft Final RNM Report
- Commission review and approval of RNM Framework

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Project Administration (cont'd from FY22)	Staff	Progress Reports to Caltrans; Invoices to Caltrans (ongoing)	General Fund	07/01/22	06/30/24
2	Stakeholder and Community Engagement (cont'd from FY23)	Staff and Consultant (VIA)	Agendas, presentation materials, and meeting minutes (as needed)	FTA 5304/ General Fund	07/01/23	06/30/24
3	Final Report and Board Review/Approval	Consultant / Staff	Final Report; Agendas, presentation materials, and meeting minutes	FTA 5304/ General Fund	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

N/A — Project to be completed by then

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1622: Next-Generation Bay Area Freeways Study

Project Manager: Anup Tapase

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 480,663	\$ 480,663	\$ -
Benefits	204,282	204,282	-
Indirect	342,473	342,473	-
Consultants	425,109	425,109	-
Total Expenses	\$ 1,452,528	\$ 1,452,528	\$ -

Revenues	Amendment No. 1	Amendment No. 2	Change
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)	\$ 408,825	\$ 629,455	\$ 220,630
<i>Toll Credit Match</i>	46,892	72,198	25,306
Federal Highway Administration State Planning and Research (FHWA SP&R) (FY 2021-22) (Carryover)	221,975	196,975	(25,000)
<i>Local Match - General Fund</i>	55,494	49,244	(6,250)
Bay Area Infrastructure Financing Authority (BAIFA)	193,715	193,715	-
General Fund	572,519	383,139	(189,380)
Total Revenues	\$ 1,452,528	\$ 1,452,528	\$ -

Federal Share

43.43%

56.90%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

The Bay Area's freeway network suffers from chronic traffic congestion that continues to adversely impact the region even as travel patterns change post-COVID-19. A fundamental and generational shift is needed to transform the Bay Area transportation landscape, and freeway pricing solutions offer potential to manage demand on freeways while enhancing mobility, climate and equity goals. Plan Bay Area 2050 recommends implementation of per-mile tolling on congested freeway corridors with parallel transit alternatives in a phased manner between 2030 and 2035, identified as Strategy T5. The objective is to reduce traffic congestion and GHG emissions by de-incentivizing auto use, particularly during peak periods, while simultaneously generating revenue to fund improvements and advance an affirmative equitable vision. This study serves as the first action toward implementation of the Plan Bay Area 2050 strategy.

The Next Generation Bay Area Freeways Study is a two-year study that seeks to collaboratively develop equitable pathways toward a priced, modern and multimodal next-generation freeway network. MTC staff will partner with state, regional and county agencies as well as non-governmental stakeholders from business, non-profit, advocacy and various interest groups and the public to co-create pathways toward the vision that weave together pricing and complementary strategies necessary for win-win outcomes. The study will rely on in-depth technical analysis and

community engagement. Alongside, the study will also explore options for operational deployment.

This study will place equity in a central role, recognizing that the study recommendations must not simply mitigate equity concerns but advance an affirmative, equitable vision. Toward an equitable process, the study will be based on deep engagement with diverse stakeholder groups and communities. Toward equitable outcomes, the study will focus not only on minimizing the adverse impacts of freeway pricing on population subgroups, but also utilizing freeway pricing to address historical and structural inequities.

Work will be led by MTC staff with some support from consultants. The study will be conducted in partnership with Caltrans D4 and Caltrans Headquarters (HQ), as well as county transportation agencies (CTAs). The study will coordinate with ongoing efforts such as the Caltrans Road Charge Program, San Francisco Downtown Congestion Pricing Study, and various freeway corridor specific and local road specific plans.

C. Project Products

Report summarizing the study process, analysis and recommendations toward a next-generation freeway network, including a phased implementation plan.

D. Previous Accomplishments and Links to Relevant Products

[All deliverables can be found here](https://mtcdrive.box.com/s/45w0nh1j7kt3fo0ii4e5a20jbsgfp15): <https://mtcdrive.box.com/s/45w0nh1j7kt3fo0ii4e5a20jbsgfp15>

- (Task 01) Formation of Next Gen Freeways Study staff-level Advisory Group and executive level Ad Hoc Exec Group composed of diverse stakeholders representing government at state, regional and county levels, business, non-profit, academia, equity populations and various interest groups.
- (Task 02) Consultant procurement for public engagement activities.
- (Tasks 1 & 2) Existing and Forecasted Conditions Memo
- (Task 3) Equity Framework for the study
- (Task 3) Preliminary Goals
- (Task 4) Round 1A Engagement Report (small group discussions)
- (Task 4) Round 1B Engagement Report (public webinars on “The Future of Freeways” and web survey)
- (Task 5) Final Goals, Outcomes and Draft Performance Indicators
- Work in progress as of April 2023, to be completed in FY22-23
 - (Task 6) Pathway Definitions
 - (Task 7) Analysis Round 1

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Project Administration (Task 01 in workplan)	Staff	Quarterly invoices and progress reports	FHWA SP&R/ FHWA PL/ General Fund	02/01/22 (ongoing task)	06/30/24

2	<p>Pricing Deployment Strategies (Task 8 in project workplan)</p> <p>This task will explore options for deployment for critical elements such as field technology and payment collection mechanisms.</p>	Staff/ Consultant (WSP)	<p>Options for deployment of pricing strategies</p> <p>Evaluation of options</p> <p>Cost estimates for pricing deployment strategies (as needed)</p>	FHWA SP&R/ General Fund/ FHWA PL/ BAIFA	01/01/23 <i>(ongoing task)</i>	08/31/23
3	<p>Public Engagement (Round 2 of 2): Refining Pathways (Task 9 in project workplan)</p> <p>This task is to engage with the public, decision-makers, partners and other stakeholders, with a focus on those that may travel in the prioritized sub-regions, to get feedback on specifics of prioritized pathways.</p>	Staff/ Consultant (TBD)	<p>Material for communicating preliminary outcomes of pathways</p> <p>Materials to visualize the system in 2035</p> <p>Memorandum summarizing engagement activities and findings</p> <p>Feedback to refine pathways (as needed)</p>	FHWA SP&R/ General Fund/ FHWA PL	06/01/23 <i>(ongoing task)</i>	10/31/23
4	<p>Analysis (Round 2 of 2): Outcomes of Prioritized Pathways (Task 10 in workplan)</p> <p>This task is to refine pathways and analyze them further with travel demand modeling, determine metrics and prioritize one or more pathways for financial analysis.</p>	Staff	<p>Memorandum/presentation summarizing final travel, environmental and gross revenue outcomes of 3-4 pathways</p> <p>Metrics to measure success of pathways in achieving goals (as needed)</p>	FHWA SP&R/ General Fund/ FHWA PL	08/01/23	12/31/23

5	<p>Financial Forecasting and Business/Economic Case (Task 11 in project workplan)</p> <p>This task is to forecast financials through 2050 and develop a potential investment timeline to implement pathways and conduct a benefit-cost analysis.</p>	Staff	<p>Financial forecasts through 2050</p> <p>Potential investment plan for financial analysis</p> <p>Business case (as needed)</p>	FHWA PL	11/01/23	01/31/24
6	<p>Recommendations and Implementation Plan (Task 12 in project workplan)</p> <p>This task is to develop recommendations for further study and a high-level implementation plan for the upcoming years.</p>	Staff	<p>Recommendations for further study</p> <p>High-level implementation plan (as needed)</p>	FHWA PL	02/01/24	04/30/24
7	<p>Draft and Final Report (Task 13 in project workplan)</p> <p>This task is to compile the study process and results to be shared with the public, decision-makers and stakeholders. MTC staff will present findings to state partners Caltrans D4, Caltrans HQ and other MPOs.</p>	Staff	<p>Draft Report</p> <p>Briefer</p> <p>Final Presentation</p> <p>Final Report</p> <p>Board Adoption/ Acceptance (once)</p>	FHWA PL	02/01/24	06/30/24

F. Anticipated Future Activities (FY 2024-25)

N/A. Project to be completed in FY 2023-24

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people

and freight.

- Promote efficient system management and operation.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

WORK ELEMENTS FUNDED BY FEDERAL/STATE GRANTS AND LOCAL SOURCES
FY 2023–2024

Work Element 1120: Regional Conservation Investment Strategy

Project Manager: Jeanette Weisman

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Consultants	\$ 372,849	\$ 372,849	\$ -
Total Expenses	\$ 372,849	\$ 372,849	\$ -

Revenues	Amendment No. 1	Amendment No. 2	Change
State of California, Wildlife Conservation Board (Proposition 68)	\$ 286,845	\$ 286,845	\$ -
BATA Rehabilitation Program	86,004	86,004	-
Total Revenues	\$ 372,849	\$ 372,849	\$ -

Federal Share

0.00%

0.00%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Wildlife Conservation Board Funds and matching funds is supporting the development of the North Bay Regional Conservation Investment Strategy (RCIS). The North Bay RCIS will build on the substantial available scientific data and planning processes within the North Bay to support development of a robust RCIS in a short amount of time. Funding supported procurement of a consultant (Consultant), Environmental Science Associates, to lead the development of the RCIS with the project's core team of MTC, the San Francisco Estuary Partnership, California Department of Transportation, the Sonoma County Transportation Authority, and a project Steering Committee to develop an RCIS consistent with California Department of Fish and Wildlife guidelines.

The Consultant has developed and begun implementing a Public Engagement Plan to involve community stakeholder participation throughout the course of the Project. With core team and stakeholder guidance, Consultant has developed an existing conditions report to gather and describe existing data, including land use and land cover data and species habitat models, and describing the existing natural and built environments. Consultant has identified focal species and their habitat requirements, and the stressors and pressures associated with these species and their habitat, as well as conservation actions and habitat enhancement actions that would implement and advance the conservation of focal species, including the ecological processes, natural communities, and habitat connectivity upon which those focal species and other native species depend. This consultant-led planning process under development, includes identification of areas for compensatory mitigation for impacts to species and natural resources to support potential advance mitigation for the Resilient SR 37 Corridor Program and the mitigation needs of other types of projects occurring in the RCIS area.

These funds support the necessary processes for developing a RCIS; public and agency outreach and engagement; scientific, financial, and technical analysis; and strategic planning. The RCIS is an independent plan and a requirement to development of a mitigation credit agreement, which is a CDFW advanced mitigation tool. The MCA would be a valuable way of advancing mitigation for the Resilient SR 37 Corridor Program. This effort also directly supports the goals and identified Implementation Plan elements of MTC's Plan Bay Area 2040 and 2050.

C. Project Products

- Develop a Regional Conservation Investment Strategy (RCIS), as established in AB 2087, in the North Bay Baylands
- Integrate conservation into transportation infrastructure plans in advance of project development
- Implement regional conservation priorities by driving mitigation dollars where they are most needed
- Identify projects that could provide compensatory mitigation and advanced mitigation for some Resilient State Route 37 permit processes via a future Mitigation Credit Agreement (MCA), as established in AB 2087

D. Previous Accomplishments and Links to Relevant Products

Since 2015, MTC has been collaborating with California Department of Transportation (Caltrans), Sonoma County Transportation Authority (SCTA), Solano Transportation Authority (STA), Napa Valley Transportation Authority (NVTa), and Transportation Authority of Marin (TAM) to deliver State Route 37 corridor improvements. As approved by the State Route 37 Policy Committee, MTC has facilitated planning for project delivery that integrates transportation and ecology goals and actions that guide multi-modal mobility, wetland conservation, sea level rise adaptation, and social and economic equity.

In February 2021, MTC in partnership with the San Francisco Estuary Partnership, Caltrans, and SCTA applied and received funding from the Wildlife Conservation Board to prepare an RCIS for the North Bay to support delivery of State Route 37 corridor improvements.

Additionally, MTC, in coordination with the State Coastal Conservancy and with facilitation assistance from the Nature Conservancy, established a Technical Advisory Committee (TAC) comprised of various resource and transportation agencies to help guide RAMP development, which includes the RCIS process. The same team has established a stakeholders' group to receive further input from business, trade, environmental, and other interested groups. Both groups have met multiple times over the last four years. The RAMP team has also submitted RCISs for the identified pilot areas of Santa Clara County and the East Bay (Alameda and Contra Costa Counties) to CDFW. The Santa Clara County RCIS was approved by CDFW in late 2019 and the East Bay RCIS in 2021.

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Project Management	Staff	-Coordination meetings -Invoices -Progress Reports	BATA/Prop 68	07/01/22	12/31/23
2	Steering Committee	Staff	-Coordination meetings -Project guidance	BATA/Prop 68	07/01/22	10/30/23
3	Public Outreach and Engagement	Staff	-Targeted outreach and meetings/ workshops	BATA	07/01/22	12/31/23

4	Develop RCIS	Staff	-Regional setting -Climate change/sea level rise analysis -Conservation strategy -Draft and Final RCIS	BATA/Prop 68	07/01/22	12/31/23
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F. Anticipated Future Activities (FY 2024-25)

- Support establishment of mitigation credit agreements to meet State Route 37 permitting requirements
- Set up RAMP structure in coordination with the State Coastal Conservancy
- Consider additional funding sources and financing mechanisms to facilitate RAMP
- Explore partnering opportunities with Caltrans on their State Advanced Mitigation Program, funded with \$120 million in SB1 funds.

G. Federal Planning Factors Addressed

- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Promote efficient system management and operation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Public Involvement
- Federal Land Management Agency (FLMA) Coordination
- Data in Transportation Planning

Work Element 1233: Transportation Asset Management (TAM) Program

Project Manager: Sui Tan/Bryan Redmond

A. Budget

Expenses	Amendment No. 1		Amendment No. 2		Change
Salaries	\$	338,875	\$	338,875	-
Benefits		144,022		144,022	-
Indirect		241,448		241,448	-
Consultants		11,023,900		11,311,875	287,975
Total Expenses	\$	11,748,245	\$	12,036,220	\$ 287,975

Revenues	Amendment No. 1		Amendment No. 2		Change
Surface Transportation Block Grant (STBG) - New		5,870,000		5,140,000	(730,000)
<i>Toll Credit Match</i>	673,289		589,558		(83,731)
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)		2,500,000		3,437,975	937,975
<i>Toll Credit Match</i>	286,750		394,336		107,586
Pavement Management Program (PMP Sales)		2,000,000		2,000,000	-
State Transportation Improvement Program - Programming and Planning (STIP-PPM)		50,000		50,000	-
Pavement Management Technical Assistance Program (PTAP)		543,900		543,900	-
Exchange Fund				80,000	80,000
General Fund		784,345		784,345	-
Total Revenues	\$	11,748,245	\$	12,036,220	\$ 287,975

Federal Share

71.24%

71.27%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Objectives

- Develop and maintain a comprehensive and integrated transportation asset management system that supports local agency investment decisions using quality data and analysis tools that encourage the consideration of long-term consequences on roadway assets and system performance in alignment with building safe, sustainable, and equitable transportation systems
- Provide comprehensive data on the region's transportation capital asset maintenance, rehabilitation and replacement needs
- Prepare and analyze investment strategies geared towards meeting performance targets for state of good repair and monitor progress towards meeting those targets
- Support U.S. Department of Transportation (DOT) requirements that recipients and sub-recipients of federal

funding develop Transit Asset Management Plans and use an asset management system to develop capital asset inventories

- Comply with DOT requirements for setting performance targets related to the State of Good Repair for both the transit system and streets and roads on the National Highway System
- Incorporate Transit Asset Management-related performance-based planning in the Metropolitan/Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) processes
- Comply with state law that requires that each local government establish and maintain a Pavement Management Program (PMP) as a condition for funding projects in the State Transportation Improvement Program (California Streets and Highways Code section 2108.1)
- Reduce or mitigate storm water impacts of surface transportation through non-pavement asset management activities including storm drain inventory and condition monitoring, and encouragement of best practices in run-off mitigation as it relates to roadway repair
- Support DOT requirements on Highway Performance Monitoring System (HPMS) and Model Inventory of Roadway Elements (MIRE) reporting for safety management by using an asset management system to track roadway data
- Integrate Transit Asset Management Plans from transit providers into our planning process and coordinate with the transit providers to implement a performance-based planning process that prioritizes investments that meet regional performance targets for State of Good Repair.
- Support development of Local Road Safety Plans regionwide to ensure compliance with requirements for receiving HSIP funding and encourage implementation of safety plans generally.
- Coordinate regional Safety/Vision Zero efforts through regional peer exchanges and best practices workshops
- Enhance existing data-based tools for safety analysis through improved functionality and access to newer, more innovative data sources
- Support MTC's Complete Streets policy and regional safety/Vision Zero initiative by using an integrated transportation asset management system to manage roadway safety data
- Support MTC's Equity Platform by integrating equity tools in transportation asset management system

Description

- Update and refinement of the Regional Transit Capital Inventory (RTCI)
- Develop, upgrade, maintain and distribute the StreetSaver and StreetSaver Plus, the comprehensive and integrated transportation asset management software
- Develop regional and operator-based forecasts of transit capital maintenance and repair needs, available funding sources, and condition scenarios based on revenue options
- Facilitate the development and update of Transit Asset Management plans
- Coordinate with all transit providers to set the MPO's Transit Asset Management targets
- Coordinate with the State DOT to set performance targets for the National Highway System
- Working to establish a data-driven Regional Safety (Vision Zero) program to support reduction of fatalities and serious injuries across the region
- Support Regional Safety Data System by continuing to maintain safety data from throughout the region, allowing our regional partners to proactively identify and analyze areas for targeted safety improvements and set safety performance targets based on data
- Considering the traffic safety challenges identified in the State of Safety in the Region report and taking what steps possible to implement solutions to those issues
- Develop local and regional forecasts of pavement and non-pavement repair needs, available funding sources, and condition scenarios based on revenue options
- Conform performance measures and monitoring activities related to asset conditions to federal and state requirements
- Provide guidance and instruction on best practices in asset management and safety management as it relates to asset management
- Provide performance monitoring guidance and tools

- Develop models and processes for integrating Transportation Asset Management objectives into regional multi-objective decision-making
- Provide oversight of the Statewide Local Streets and Roads Needs Analysis Project
- Develop the Annual Regional Summary of Pavement Conditions
- Implement Pavement Management Program (PMP) certification procedures
- Provide program updates and technical assistance to StreetSaver users
- Implement the Pavement Management Technical Assistance Program (P-TAP)
- Implement the Data Quality Management Program for P-TAP
- Facilitate meetings of the Local Street and Road Working Group
- Facilitate meetings of the Transit Asset Management working group
- Facilitate meetings of the Bay Area Vision Zero Working Group
- Provide resources and for developing Local Road Safety Plans
- Facilitate regional Safety/Vision Zero workshops and peer exchanges
- Support existing tools for traffic safety analysis with updates and additional relevant data

Responsible Parties

- MTC Staff
- mySidewalk: Regional Safety Data System support
- DevMecca — StreetSaver developers
- NCE, Pavement Engineering Inc, Capitol Assets, AMS Consulting, Adhara Systems, Harris Associates, Bellecci & Associates, and Michael Baker International — P-TAP consultants

C. Project Products

- Provision of technical training and support to StreetSaver users
- Regionwide update on pavement conditions
- Continued submittal of MTC's Transit Asset performance targets for our Tier II Group TAM plan to NTD
- Development of regionwide transit asset performance targets encompassing all asset classes and operators in the region.
- Implementing P-TAP Program
- Completed Local Road Safety Plans for partners across the region
- Improved Safety Data System and additional data
- Improvements and feature enhancements to the RTCI

D. Previous Accomplishments and Links to Relevant Products

- Development and continued improvement of the [Regional Transit Capital Inventory \(RTCI\)](http://rtci.mtc.ca.gov/):
<http://rtci.mtc.ca.gov/>
- Completion of [2018 Regional Tier II Group TAM Plan](https://mtcdrive.box.com/s/8th7k5l4jddpcjojigizl9wclxokrnoy):
<https://mtcdrive.box.com/s/8th7k5l4jddpcjojigizl9wclxokrnoy>
- Completion of [2022 Regional Tier II Group TAM Plan](https://mtcdrive.box.com/s/o8z32knnk9tzyll1g8jbfnxrz9oulzh3):
<https://mtcdrive.box.com/s/o8z32knnk9tzyll1g8jbfnxrz9oulzh3>
- Development of [Bay Area Vision Zero System \(BAYVIZ\)](https://bayviz.mysidewalk.com/):
<https://bayviz.mysidewalk.com/>
- [2021 Regional Pavement Condition Report](https://mtc.ca.gov/news/bay-area-pavement-quality-stuck-doldrums-despite-smoother-ride-some-communities):
<https://mtc.ca.gov/news/bay-area-pavement-quality-stuck-doldrums-despite-smoother-ride-some-communities>
- [PMP Certification](https://mtc.ca.gov/digital-library/35931-pmp-certification-list):
<https://mtc.ca.gov/digital-library/35931-pmp-certification-list>

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Regional Transit Capital Inventory update	Staff	Updated inventory of Transit Assets	General Fund	10/01/23	12/31/23
2	TAM Target Setting	Staff	FY 2023 Transit Asset Performance Targets (once)	General Fund	07/01/23	10/31/23
3	Provide support to Local Streets & Road, Transit Asset Management, and Bay Area Vision Zero Working Groups	Staff	Meetings and Meeting Materials (as needed)	STBG/ General Fund	07/01/23	06/30/24
4	Support Regional Safety Data System	mySidewalk	Continued maintenance and enhancement of Safety Data System (ongoing)	SSARPL	07/01/23	06/30/24
5	Pavement-Management Technical Assistance Program (PTAP 24)	AMS Consulting, Adhara Systems, Capitol Asset & Pavement, Harris & Associates, Nichols Consulting Engineers, Pavement Engineering	Updated pavement conditions of local agencies (ongoing)	STBG/ General Fund	07/01/23	06/30/24
6	2022 Regional Pavement Condition Summary	Staff	State of the System report of local streets and roads (once)	STBG/ General Fund	04/01/23	11/30/23
7	Maintain PMP Certification	Staff	List of local agencies with PMP certification status (ongoing)	STBG/ General Fund	07/01/23	06/30/24

8	Provide technical training and support for StreetSaver users	Nichols Consulting Engineers	Assistance as requested (as needed)	PMP Sales	07/01/23	06/30/24
9	Local Streets and Roads Needs Assessment	Staff	2022 Statewide Needs Assessment (ongoing)	STBG/ General Fund	07/01/23	06/30/24
10	Regional partner Local Road Safety Plan development	Staff, local jurisdictions	Completed Local Road Safety Plans	STBG/ General Fund	7/01/23	06/30/24
11	Coordinate Regional Vision Zero Workshops and peer exchanges	Staff	Completed Workshops and Peer Exchanges	STBG/ General Fund	7/01/23	06/30/24
12	Support and expansion of Regional Safety Data System	Staff	Improved Safety Data System and additional data (ongoing)	STBG/ General Fund	7/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- Establish regional Transit Asset Performance Targets for 2025
- Complete NTD reporting for MTC-sponsored Tier II Group Transit Asset Management Plan
- 2024 Regional Transit Capital Inventory (RTCI) update
- Continued maintenance of Regional Safety Data System (Bay Area Vision Zero System – BayViz)
- 2023 Pavement Condition Summary
- Maintain PMP Certification status
- Administer PTAP 25 projects

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Data in Transportation Planning
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)

Work Element 1515: State Programming, Monitoring and STIP Development

Project Manager: Karl Anderson

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 639,533	\$ 639,533	\$ -
Benefits	271,802	271,802	-
Indirect	455,667	455,667	-
Consultants	300,000	400,000	100,000
Total Expenses	\$ 1,667,002	\$ 1,767,002	\$ 100,000

Revenues	Amendment No. 1	Amendment No. 2	Change
State Transportation Improvement Program - Programming and Planning (STIP-PPM)	1,230,918	1,330,918	\$ 100,000
General Fund	436,084	436,084	-
Total Revenues	\$ 1,667,002	\$ 1,767,002	\$ 100,000

Federal Share

0.00%

0.00%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Through state law, MTC has the responsibility to manage and program a number of fund sources, monitor their delivery, and develop the regional portion of the State Transportation Improvement Program (STIP). Below are some of the statutes and MTC's role in managing state programs.

- Senate Bill 45 (Chapter 622, Statutes 1997) transferred a number of programming responsibilities to the Regional Transportation Planning Agencies, including the programming of the regional 75% of the STIP. This portion, known as the RTIP, is developed by MTC as the Bay Area's RTPA, and submitted to the California Transportation Commission for inclusion into the STIP every other year. MTC works closely with the CTAs, transit agencies and Caltrans to develop an RTIP that supports the goals of the region's RTP and that has the highest chance of being funded by the CTC. The region also works closely with Caltrans in their development of the interregional 25% of the STIP.
- Assembly Bill 1012 (Chapter 783, Statutes of 1999) sets forth a number of deadlines related to the delivery of projects funded with state and regional funds. If these deadlines are not met, the funding is returned to the state for use in other projects. MTC's goal is to ensure that no funds are lost to the region. MTC staff actively monitors the delivery milestones and status of projects funded with state and federal funds and aids project sponsors that are in danger of not meeting those deadlines.
- Proposition 1B (Chapter 25, Statutes 2006) provided almost \$20 billion in new one-time bond funds for infrastructure improvements in California. A number of the new programs created by Proposition 1B improve local, regional and state transportation infrastructure and is managed by Caltrans or the CTC. MTC's role in these programs is generally to facilitate programming of these funds to regional projects and ensure all project delivery milestones are met so that funds are not lost to regional projects. MTC continues to be involved in guiding consensus in the remaining Proposition 1B programs, including the State-Local Partnership Program,

Trade Corridor Improvement Fund, Local Bridge Seismic Retrofit Program (LBSRP) and the Public Transportation Modernization, Improvement, and Service Enhancement Account Program.

- Senate Bill 99 (Chapter 359, Statutes of 2013) established the Active Transportation Program (ATP), combining several state- and federally funded transportation programs (including the federal Surface Transportation Block Grant Transportation Alternatives set-aside) into a single program administered by the CTC. MTC, as the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) for the nine counties of the San Francisco Bay Area, has programming responsibility for the large-MPO portion of the ATP.
- The state budget proposes substantial funding in statewide Cap and Trade funding across various transportation program categories. Additionally, the Legislature also enacted a trailer bill, Senate Bill 862, providing a long-term funding framework by allocating percentages of future funds across similar program categories, including the Low Carbon Transit Operations Program (LCTOP) which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. As the MPO, MTC is responsible for programming the population-based funds under this program. MTC also helps coordinate High Speed Rail efforts within the Bay Area.
- MTC has created a web-enabled fund tracking database known as the Fund Management System (FMS), which is used to monitor STIP and ATP projects as well as to process STIP, ATP and SB1 projects in the Transportation Improvement Program (TIP). MTC plans to further enhance FMS based on changes in law and program deadlines and business rules including reporting capabilities for the Active Transportation Program.
- Senate Bill 1 (Chapter 5, Statutes of 2017) increases various transportation-related taxes and fees to augment funding for new and existing transportation programs. Certain revenues are distributed via formula, such as Local Streets and Roads, STIP augmentation, and Local Partnership Program formula funds. Other funds are placed in competitive programs, including the Solutions for Congested Corridors (SCC) program, Trade Corridor Enhancement Program (TCEP), ATP augmentation, Transit and Intercity Rail Capital Program (TIRCP, also funded through Cap and Trade), and Local Partnership Program competitive funding. The guidelines for these programs are administered through the California Transportation Commission, California State Transportation Agency, and/or the California Department of Transportation.

C. Project Products

- Monthly project status reporting for STIP delivery
- [2022 RTIP Policies](https://mtc.ca.gov/digital-library/5020756-mtc-resolution-no-4488): <https://mtc.ca.gov/digital-library/5020756-mtc-resolution-no-4488>
- [2022 RTIP Programming](https://mtc.legistar.com/View.ashx?M=F&ID=10346680&GUID=602D7D41-B960-4BB8-8F1E-C9E354DCCE0B): <https://mtc.legistar.com/View.ashx?M=F&ID=10346680&GUID=602D7D41-B960-4BB8-8F1E-C9E354DCCE0B>
- [STIP Amendments and Extensions](https://mtc.ca.gov/funding/state-funding/state-transportation-improvement-program-stip): <https://mtc.ca.gov/funding/state-funding/state-transportation-improvement-program-stip>
- [Cycles 1-6 Regional Active Transportation Program](https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/active-transportation-program): <https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/active-transportation-program>
- Updated and enhanced fund management and project tracking database (FMS): <https://fms.bayareametro.gov>
- [Cap and Trade Framework](http://mtc.ca.gov/sites/default/files/Cap_and_Trade_Fact_Sheet_0.pdf): http://mtc.ca.gov/sites/default/files/Cap_and_Trade_Fact_Sheet_0.pdf
- Caltrain Electrification Funding Agreement
- Program of Projects for LCTOP
- [SB 1 Competitive Program Prioritization Principles for Cycle 3](https://mtc.legistar.com/View.ashx?M=F&ID=10821601&GUID=91079523-5BFD-4BAA-A5B4-D342CD9657D5): <https://mtc.legistar.com/View.ashx?M=F&ID=10821601&GUID=91079523-5BFD-4BAA-A5B4-D342CD9657D5>
- [SB 1 Local Partnership Program Formula Share – MTC/BATA Programming](https://mtc.legistar.com/View.ashx?M=F&ID=11623385&GUID=E27CDE2A-EAEB-4D00-BB9C-597997D1B170): <https://mtc.legistar.com/View.ashx?M=F&ID=11623385&GUID=E27CDE2A-EAEB-4D00-BB9C-597997D1B170>
- [SB 1 SCCP and TCEP Programs for Cycle 3](#):

D. Previous Accomplishments and Links to Relevant Products

- Development, implementation and delivery of the 2022 STIP (ongoing)
- Quarterly meetings with Caltrans District staff on project delivery of regionally significant highway projects
- Semi-annual meetings with the Northern California Megaregion Group and Bay Area Goods Movement Collaborative on SB 1 Trade Corridor Enhancement Program (TCEP) and other freight-related funding programs and planning efforts
- Programming and monitoring of Proposition 1B funds (including LBSRP and Transit, Security and Trade corridors)
- Participation in various statewide funding, programming, and delivery committees and groups
- Guidelines development, programming and implementation of Cycles 1 through 6 of the Active Transportation Program : <https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/active-transportation-program>
- Adoption of [Regional Goods Movement Investment Strategy](#) (January 2017): <https://mtc.ca.gov/planning/transportation/san-francisco-bay-area-goods-movement-plan>
- Adoption of regional Cap and Trade framework to guide programming and prioritization of Cap-and-Trade funds over the Plan Bay Area 2040 timeframe and a distribution framework for the programming of LCTOP funds
- Release of enhancements to Fund Management System (FMS) including new monitoring feature to track federal obligations more accurately: <https://fms.bayareametro.gov>
- Maintain and enhance Fund Management System (FMS)
- Guidelines development, programming, and implementation of various Senate Bill 1 (SB 1) programs and projects
- Quarterly meetings with Caltrans District staff on project delivery of regionally significant highway projects
- Development, implementation and delivery for the third cycle of the CTC SB1 competitive programs ([TCEP](#), [SCC](#) and [LPP](#) competitive programs): <https://mtc.legistar.com/View.ashx?M=F&ID=11074712&GUID=A3469277-0206-498F-AE31-AD0BD23C23B2>; and <https://mtc.legistar.com/View.ashx?M=F&ID=11623385&GUID=E27CDE2A-EAEB-4D00-BB9C-597997D1B170>

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Prepare STIP Amendments and Extensions as requested	Staff	STIP Amendments STIP Extensions	General Fund	07/01/23	06/30/24
2	Prepare status reports on STIP project delivery	Staff	Status Reports on STIP Delivery (as needed)	General Fund	07/01/23	06/30/24
3	Prepare status reports on Proposition 1B project delivery	Staff	Status Reports on Prop. 1B delivery (as needed)	General Fund	07/01/23	06/30/24
4	Develop enhancements to web-enabled funding database	Staff	Updated database	General Fund	07/01/23	06/30/24
5	Participate in various statewide funding, programming, and delivery committees and groups	Staff	Documents produced by committees (monthly)	General Fund	07/01/23	06/30/24
6	Implement the 2022 RTIP in coordination with Bay Area CTAs, transit operators, and Caltrans	Staff	Provide assistance as needed to STIP project sponsors and Bay Area CTAs (as needed)	General Fund	07/01/23	06/30/24
7	Develop the 2024 RTIP and 2024 STIP in coordination with Bay Area CTAs, transit operators, and Caltrans	Staff	2024 RTIP 2024 STIP (once)	General Fund	07/01/23	04/01/24
8	Implement Cycles 1-6 ATP	Staff	Cycles 1-6 ATP (ongoing)	General Fund	07/01/23	06/30/24
9	Attend CTC meetings (typically 7 per year)	Staff	Email of meeting highlights for stakeholders and Letter for CTC Commissioners	General Fund	07/01/23	06/30/24
10	Develop, maintain, and implement enhancements and upgrades to Fund Management System (FMS)	Staff	FMS 5.0 (ongoing)	General Fund	07/01/23	06/30/24

11	Develop LCTOP Population-Based program, coordinate with CalSTA, SGC, CARB, on other processes (TIRCP, AHSC, HSR, ZEV)	Staff	Annual Transit Operating and Capital Program (once, and as needed)	General Fund	07/01/23	06/30/24
12	Cap & Trade Development	Staff	Ongoing project monitoring (ongoing)	General Fund	07/01/23	06/30/24
13	Develop and implement programs authorized in Senate Bill 1 (SB 1)	Staff	Programming and implementation of SCC, TCEP, LPP, TIRCP, etc.(ongoing)	General Fund	07/01/23	06/30/24
14	Create Active Transportation Program Scoping and Application Technical Assistance (ATPTA) Program	Staff	Guidelines for receiving TA and call for assistance to advance active transportation projects for the State ATP (once)	STBG	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

Same as above.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future

- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1612: Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning

Project Manager: Allison Brooks

A. Budget

Expenses	Amendment No. 1		Amendment No. 2		Change	
Salaries	\$	387,989	\$	387,989	\$	-
Benefits		164,896		164,896		-
Indirect		276,443		276,443		-
Other Operating		26,500		26,500		-
Consultants		400,000		400,000		-
Total Expenses	\$	1,255,828	\$	1,255,828	\$	-

Revenues	Amendment No. 1		Amendment No. 2		Change	
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	\$	188,374	\$	188,374	\$	-
<i>Toll Credit Match</i>	21,606		21,606		-	
Bay Area Air Quality Management District (BAAQMD)		439,540		439,540		-
Association of Bay Area Governments (ABAG)		188,374		188,374		-
General Fund		439,540		439,540		-
Total Revenues	\$	1,255,828	\$	1,255,828	\$	-

Federal Share

15.00%

15.00%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

The Bay Area Regional Collaborative (BARC) is a consortium of regional and state agencies (BARC member agencies) that come together to address crosscutting issues of regional significance, with the ultimate goal of improving the quality of life for all Bay Area residents. The member agencies written into state legislation include the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD) and the Bay Conservation and Development Commission (BCDC). The member agencies appoint four commissioners or board members from their respective agencies to serve on the BARC Governing Board. Non-voting members also include the executive leadership of Caltrans District 4, the San Francisco Bay Water Quality Control Board and the California State Coastal Conservancy.

For FY2024-23, BARC will be focused on implementing the set of initiatives identified in the BARC Shared Work Plan. The Shared Work Plan was developed pursuant to a Joint Resolution passed at the September 2021 BARC Governing Board meeting that outlined a set of commitments by the BARC member agencies to measurably address climate change in the Bay Area. The Shared Work Plan will consist of a discrete set of bold and collaborative climate mitigation and adaptation initiatives, with appropriate commitments of staff time and resources from the appropriate BARC member agencies, aimed at accelerating progress on specific climate

mitigation and climate adaptation outcomes within a 1–5-year timeframe. The Shared Work Plan development process is guided by the BARC Executive Director in partnership with the Executive Leadership of the member agencies, the BARC Governing Board and key staff from across the agencies who form two working groups – one on climate adaptation and one on greenhouse gas reduction – focused on identifying the Initiatives to be undertaken and the metrics to determine progress. Tied to the Shared Work Plan, BARC will continue to engage in its ongoing work to coordinate and communicate the climate change-related policy and planning activities of its member agencies, as well as key regional, local and non-governmental stakeholders as appropriate. To do this, BARC staff help to identify strategies that achieve targets and goals laid out in member agency planning documents (e.g., Plan Bay Area, Clean Air Plan), and where collaboration between agencies is essential to successful implementation and the delivery of successful outcomes. For the recently completed Plan Bay Area 2050 and Bay Adapt Joint Platform, BARC is helping to promote effective and equitable implementation of key strategies by coordinating cross-agency planning activities, in addition to potentially targeting specific strategies contained in those plans through the Shared Work Plan. BARC conducts its work through the lens of equity, seeking opportunities to measurably improve quality of life outcomes for frontline communities and BIPOC communities, and to support the participation of community-based organizations and local residents in planning and decision-making processes in a meaningful way.

C. Project Products

- BARC Shared Work Plan adopted by BARC Member Agencies, followed by a 1–5-year implementation period of agencies working collaboratively on chosen initiatives
- Support in the implementation of key climate adaptation and resilience processes and projects across the Bay Area
- Ongoing coordination between BARC Member Agencies and key stakeholders to improve outcomes related to climate change mitigation and adaptation planning and policy
- Robust communication of local and regional progress related to climate mitigation and adaptation, through the online magazine KneeDeepTimes, supported by BARC, and via the BARC website, publications and other avenues to share information beyond the usual suspects

D. Previous Accomplishments and Links to Relevant Products

- Developed the [BARC Joint Resolution on Climate Change](https://barc.ca.gov/whats-happening/news/barc-adopts-joint-resolution-address-climate-change), which was passed unanimously at the September 2021 BARC Governing Board Meeting. <https://barc.ca.gov/whats-happening/news/barc-adopts-joint-resolution-address-climate-change>
- Developed [BARC Shared Work Plan](https://barc.ca.gov/sites/default/files/BARC%20Shared%20Work%20Plan%20Final%20Approved%2006_05_22.pdf) outlining three key Initiatives. https://barc.ca.gov/sites/default/files/BARC%20Shared%20Work%20Plan%20Final%20Approved%2006_05_22.pdf
- Established regional Climate Adaptation Legislative Working Group, which convenes approximately quarterly, to coordinate regional climate adaptation and resilience stakeholders on legislative activities and positions related to climate adaptation and resilience in the San Francisco Bay Area.
- [Assisted in ensuring a robust resilience focus in Plan Bay Area 2050, including climate adaptation and resiliency for multiple hazards through close coordination between BARC member agencies.](https://www.planbayarea.org/2050-plan/final-plan-bay-area-2050/chapter-5-environment) <https://www.planbayarea.org/2050-plan/final-plan-bay-area-2050/chapter-5-environment>
- Ensuring close regional coordination between development of Plan Bay Area 2050 and the Bay Adapt Joint Platform.

- Supported the development of an online magazine focused on sharing information and telling stories on climate adaptation activities taking place in frontline communities, the Bay Area region and beyond.
<https://www.kneedeepetimes.org/topics/city-county/bay-area-region/>

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	BARC Shared Work Plan Implementation	Staff	Draft BARC Shared Work Plan	ABAG/ BAAQMD/ BCDC/ General Fund/STBG	07/01/23	06/30/24
2	Continued Support of Adaptation Planning Projects in Specific Jurisdictions	Staff	Support for implementation of climate adaptation and resilience projects in key locations across the Bay Area.	General Fund/STBG	07/01/23	06/30/24
3	Bay Adapt and Plan Bay Area 2050: Supporting Implementation	Staff	Enhanced coordination and support for implementation of key climate change strategies in Plan Bay Area 2050 and Bay Adapt.	General Fund/STBG	07/01/23	06/30/24
4	Advancing integrated Stormwater Management and Sustainable Transportation infrastructure.	Staff	Work with MTC/ABAG and other key partners to support the acceleration of integrated stormwater management and sustainable streets to manage flooding and build out a more sustainable street network.	General Fund/STBG	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- BARC Shared Work Plan Implementation
 - Development of regional multi-hazard adaptation plan.
 - Development of multi-agency regional multi-hazard technical assistance program.
- Continued Support of Adaptation Planning Projects in Specific Jurisdictions — Support for implementation of climate adaptation and resilience projects in key locations across the Bay Area.
- Plan Bay Area 2050: Supporting Implementation and Plan Bay Area 2050+ Development — Support continued coordination of efforts across member agencies, including MTC, ABAG, BCDC, BAAQMD, Caltrans District 4, State Coastal Conservancy, SF Water Board, to support implementation of key aspects of Plan Bay Area and inform development of Plan Bay Area 2050+ priorities.
- Regional Climate Adaptation Legislative Working Group — Engage state and federal leaders and policymakers to support aligned efforts to advance climate priorities at all levels of government.
- Green Stormwater Infrastructure Plan — Implement shared approach (among resource agencies, MPO's, Caltrans, and city/county agencies) to expand green stormwater infrastructure network across SF Bay Area.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

WORK ELEMENTS FUNDED BY STATE AND LOCAL SOURCES

FY 2023–2024

Work Element 1114: Support Policy Advisory Council

Project Manager: Kÿ-Nam Miller

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 109,880	\$ 109,880	\$ -
Benefits	46,699	46,699	-
Indirect	78,290	78,290	-
Total Expenses	\$ 234,870	\$ 234,870	\$ -

Revenues	Amendment No. 1	Amendment No. 2	Change
General Fund	\$ 234,870	\$ 234,870	\$ -
Total Revenues	\$ 234,870	\$ 234,870	\$ -

Federal Share

0.00%

0.00%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

- MTC seeks to involve residents of diverse backgrounds and interests in developing transportation plans and programs, in a manner consistent with applicable state and federal requirements and Commission policy.
- To ensure that a wide spectrum of views is considered in developing commission policy, MTC provides staff support to the Policy Advisory Council. The Council advises the Commission on transportation policies in the San Francisco Bay Area, incorporating a broad cross-section of perspectives related to the environment, the economy and social equity.
- The Policy Advisory Council was created by MTC on November 18, 2009, in an effort to synthesize the work formerly done by the Elderly Disabled Advisory Committee, the Minority Citizens Advisory Committee and the MTC Advisory Council. Following a two-year pilot period, advisors now serve a four-year term.

C. Project Products

- Policy Advisory Council meetings
- Equity and Access Subcommittee meetings
- Transit Transportation Action Plan (TAP) Subcommittee meetings
- Regional Equity Working Group meetings, as needed
- Council Reports/Motions to the Commission
- Annual Meeting with the Commission and the Council

D. Previous Accomplishments and Links to Relevant Products

- The [Policy Advisory Council](https://mtc.ca.gov/about-mtc/committees/policy-advisory-council) (<https://mtc.ca.gov/about-mtc/committees/policy-advisory-council>) advised the

Commission on multiple subjects including Plan Bay Area 2050, the work of the Blue Ribbon Transit Recovery Task Force and the Fare Integration Task Force, Clipper START, the Cycle 5 Lifeline Transportation Program, the Express Lanes Means-based Toll Discount pilot, Youth Programs, the Equity Platform, and the Regional Vision Zero Safety Program.

- The Policy Advisory Council worked with staff to provide updates to the Council on MTC's ongoing DBE and Title VI activities; worked with staff to restructure MTC's high school internship program; and provided ongoing input to MTC staff.

E. Work Plan (FY2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff monthly meetings of the Policy Advisory Council	Staff	Meeting agendas and packets, staff reports, presentation materials	General Fund	07/01/23	06/30/24
2	Staff the Equity and Access Subcommittee as needed	Staff	Meeting agendas and packets, staff reports, presentation materials	General Fund	07/01/23	06/30/24
3	Staff the Fare Coordination & Integration Subcommittee as needed	Staff	Meeting agendas and packets, staff reports, presentation materials	General Fund	07/01/23	06/30/24
4	Attend the Regional Equity Working Group, as needed	Staff	Staff reports, as needed	General Fund	07/01/23	06/30/24
5	Plan and implement the annual meeting with Commission and the Council	Staff	Meeting agenda Presentation materials	General Fund	07/01/23	06/30/24
6	Assist with Council reports/ motions to the Commission	Staff	Prepare memos, as needed	General Fund	07/01/23	06/30/24
7	Staff monthly Council prep meetings with Council Leaders and MTC Executives	Staff	Updates to workplan & Council agendas, pre-and-post meeting communications, follow-up actions	General Fund	07/01/23	06/30/24

8	Orientation for Council advisors appointed in 2022 and replacements, as needed	Staff	Presentations, as needed	General Fund	07/01/23	06/30/24
9	Expand and deepen Community Based Organization (CBO) network	Staff	Develop an ad-hoc committee to support CBO partnerships in program-specific geographies and across the region.	General Fund	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- Staff the Policy Advisory Council (and its subcommittees, as needed)
- Complete orientation for new Council advisors appointed as replacements during the 2022-2026 term
- Plan and implement the annual meeting with the Commission and the Council
- Assist with Council reports/motions to the Commission
- CBO Network expansion and development

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1131: Develop an Effective Legislative Program

Project Manager: Georgia Gann Dohrmann

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 535,558	\$ 535,558	\$ -
Benefits	227,612	227,612	-
Indirect	381,585	381,585	-
Total Expenses	\$ 1,144,754	\$ 1,144,754	\$ -

Revenues	Amendment No. 1	Amendment No. 2	Change
General Fund	\$ 1,144,754	\$ 1,144,754	\$ -
Total Revenues	\$ 1,144,754	\$ 1,144,754	\$ -

Federal Share 0.00% 0.00%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

- MTC develops an advocacy program that makes progress on our core regional goals, including Plan Bay Area 2050, and that advances the goals of our core customer facing programs including Clipper, FasTrak, Freeway Service Patrol and the BATA bridges.
- In developing the advocacy program, MTC identifies state and federal policy and funding changes needed to support Plan Bay Area 2050 goals.
- MTC also researches, analyzes and monitors state and federal policy objectives and legislative proposals for their potential impact on Bay Area transportation and MTC's overall long-range planning objectives. Additionally, MTC staff works with other local, regional and statewide organizations, Sacramento and Washington D.C. elected officials and staff, and state and federal agencies to stay apprised on transportation stakeholder goals and potential legislative and policy proposals that could either support or hinder MTC's Plan Bay Area 2050 goals. This work informs advocacy program development.
- MTC also engages internal staff expertise to develop MTC policy proposals and analyze external proposals, integrating that work into advocacy program development.
- No state or federal funding is used to support advocacy programs.

C. Project Products

Annual Advocacy Program

- Develop an annual advocacy program that makes progress on our core regional goals, including Plan Bay Area 2050, and that advances the goals of our core customer facing programs, including Clipper, FasTrak, Freeway Service Patrol, and the BATA bridges.
- Monitor changes to federal and state legislation and regulations and disseminate information to the Commission and the public.
- Coordinate agency efforts in legislative strategies related to current and future federal surface transportation

programs and legislation, and state funding and policy reforms.

- Actively participate in state and national forums involving the formation of legislative and regulatory proposals

D. Previous Accomplishments and Links to Relevant Products

- The [2022 Advocacy Program](https://mtc.ca.gov/sites/default/files/documents/2022-01/2022_Advocacy_Program_0.pdf) can be found here: https://mtc.ca.gov/sites/default/files/documents/2022-01/2022_Advocacy_Program_0.pdf.
- The 2023 Advocacy Program can be found here: https://mtc.ca.gov/sites/default/files/documents/2023-01/2023_Final_Advocacy_Program.pdf

E. Work Plan (FY 23-24)

Task No.	Task Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Begin planning for 2024 legislative priorities	Staff	Prepare work plan following Appendix A of PPP	General Fund	07/01/23	12/30/23
2	Ongoing collaboration with key stakeholders, including state and federal elected leaders and staff, transportation partners, and state and federal agency partners.	Staff	Organize and attend meetings, prepare and analyze policy proposals.	General Fund	07/01/23	12/30/23
3	Seek input from MTC Policy Advisory Council & outside organizations, including Bay Area transportation stakeholders	Staff	Prepare meeting materials, seek input, and report out.	General Fund	07/01/23	12/30/23
4	Staff meetings of the Legislation Committee to seek feedback on and secure approval of the 2024 advocacy program	Staff	Meeting agendas and packets Staff reports Presentation materials	General Fund	11/01/23	12/30/23

F. Anticipated Future Activities (FY 2024-25)

- Develop annual advocacy program, which may include leading legislation related to a regional funding measure for transportation, including potentially transportation and other priorities such as climate resilience, and supporting other legislation aligned with the goals of Plan Bay Area 2050.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.

- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1132: Advocate Legislative Programs

Project Manager: Georgia Gann Dohrmann

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Consultants	\$ 490,000	\$ 490,000	\$ -
Total Expenses	\$ 490,000	\$ 490,000	\$ -

Revenues	Amendment No. 1	Amendment No. 2	Change
Bay Area Toll Authority (BATA) Reimbursement	\$ 60,000	\$ 60,000	\$ -
Service Authority for Freeways and Expressways (SAFE) Reimbursement	52,000	52,000	-
General Fund	378,000	378,000	-
Total Revenues	\$ 490,000	\$ 490,000	\$ -

Federal Share

0.00%

0.00%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

- Implement the goals of our 2022 Advocacy Program
- MTC staff develops legislative positions and proposals, obtains Commission approval, and advocates our positions and proposals to the appropriate legislative bodies in Sacramento and Washington, D.C. Advocacy includes visits between MTC staff and Commissioners and state and federal elected officials and their staff, as well as legislative committee staff and officials within the state and federal executive branch.
- No state or federal funding is used to support advocacy programs.

C. Project Products

- Prepare memos and other written materials, including letters, fact sheets, presentations and testimony to influence state and federal legislation.
- Reports to the Legislature and Bay Area Congressional Delegation
- Review and analyze new legislation and budget proposals
- Prepare and distribute legislative history
- Provide updates on transportation matters to MTC staff, commissioners and MTC Policy Advisory Council
- Develop legislative programs and proposals
- Develop and advocate positions on:
 - Funding for Bay Area transportation projects and programs
 - State and federal transportation policy reform to support Plan Bay Area 2050 goals
 - Climate change- and resilience-related legislation
 - Affordable housing- and homelessness-related legislation

- Structural reforms to ensure adequate and predictable funding for transportation infrastructure
- Prepare legislative action alerts and testimony
- Maintain the legislative portion of MTC's Web site
- Represent MTC before Congress, U.S. DOT, U.S. Department of Housing and Urban Development (HUD), the State Legislature, and related agencies

D. Previous Accomplishments and Links to Relevant Products

- Advocated for Plan Bay area 2050 priorities via implementation of the Bipartisan Infrastructure Law (BIL) (also known as the Infrastructure Investment and Jobs Act), which includes reauthorization of the federal surface transportation program and major increases in transit and highway formula as well as discretionary funding.
- Developed and implemented a Bay Area Infrastructure Grants strategy to support Bay Area regional priority projects in competing well for larger-scale BIL grants geared toward regionally and nationally significant projects; Bay Area BIL regional priority projects secured \$565 million in discretionary grant funding in 2022, roughly 60 percent of California's share of the target grants.
- Secured Bay Area Housing Finance Authority (BAHFA) eligibility within a new \$85 million HUD "Yes in My Backyard" grant program, authorized in the fiscal year 2022 appropriations bill. Secured report language urging HUD to support regional approaches to solving the housing crisis.
- Engaged with the White House Council on Environmental Quality (CEQ) and U.S. DOT to support Justice40 implementation; ensured the Bay Area's Equity Priority Communities were adequately reflected in federal "disadvantaged communities" designations.
- Secured \$10.9 billion state transportation funding package via the 2022 state budget. As advocated for by MTC, substantial new resources were distributed via competitive grants that were geared toward funding high-priority projects either under construction or nearing construction, like Clarain Electrification, BART Transbay Core Capacity, and BART to Silicon Valley, Phase 2. Additional resources were included that can support other Bay Area transit priorities, including transit modernization and expansion. Additionally, as advocated for by MTC, the transportation package provided significant new investments for active transportation, grade separations, and resilience.
- Advocated for new state programs geared toward supporting the state in planning for and implementing transportation resilience improvements. Specifically, sponsored SB 1049 (Dodd), which would have created a new dedicated resilience program and prioritized funding for projects that 1) protect high-priority vulnerable infrastructure and 2) that provide benefits to adjacent communities and the environment. Successfully advocated for key provisions of the bill to be integrated into budget trailer bill legislation, which established new state and local Transportation Climate Adaptation Programs. Programs were funded at roughly \$400 million in 2022.
- Supported efforts to secure for BATA bridges a portion of California's new BIL bridge formula funding.
- Secured funding to support transit operators transition to zero-emission fleet in state budget.
- Secured 2022 state budget resources to invest in climate adaptation, resilience, and S.F. estuary restoration.
- Advocated for and secured funding in the 2022 state budget to support affordable housing production, preservation and protection (the 3Ps).
- Supported range of other state legislation to advance Plan Bay Area 2050 implementation.
- Committee memos for the Legislation Committee can be found on the MTC Web site by searching for the [Legislation Committee](https://mtc.ca.gov/meetings-events/joint-mtc-abag-legislation-committee-2022-02-11t174000) here: <https://mtc.ca.gov/meetings-events/joint-mtc-abag-legislation-committee-2022-02-11t174000>.
- The [Legislative history](https://mtc.legistar.com/gateway.aspx?M=F&ID=1e412e92-850e-48e5-bec2-02aff288cc65.pdf) can be found here: <https://mtc.legistar.com/gateway.aspx?M=F&ID=1e412e92-850e-48e5-bec2-02aff288cc65.pdf>.
- The [2022 Advocacy Program](https://mtc.ca.gov/sites/default/files/documents/2022-01/2022_Advocacy_Program_0.pdf) can be found here: https://mtc.ca.gov/sites/default/files/documents/2022-01/2022_Advocacy_Program_0.pdf.

- The 2023 Advocacy Program can be found here: https://mtc.ca.gov/sites/default/files/documents/2023-01/2023_Final_Advocacy_Program.pdf
- 2022 Report to Congress: https://mtc.ca.gov/sites/default/files/documents/2022-06/2022-Report-to-Congress_final-edit.pdf
- 2022 housing advocacy material for Congress: https://mtc.ca.gov/sites/default/files/documents/2022-07/ABAG-MTC_Bay_Area_Housing_Fact-Sheet_v12a.pdf
- 2023 Report to Congress: https://mtc.ca.gov/sites/default/files/documents/2023-04/2023_Report_to_Congress-.pdf
- 2023 housing advocacy material for Congress: https://mtc.ca.gov/sites/default/files/documents/2023-03/ABAG-MTC_Bay_Area_Housing-2023_Handout.pdf
- 2023 Report to the State Legislature: https://mtc.ca.gov/sites/default/files/documents/2023-03/2023_State_Legislature_Report_Final_web.pdf

E. Work Plan (FY 23-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff monthly meetings of the Legislation Committee	Staff	Meeting agendas and packets Staff reports Presentation materials	General Fund	07/01/23	06/30/24
2	Analyze legislation	Staff	Memos for internal and external purposes Staff reports Presentation materials	General Fund	07/01/23	06/30/24
3	Legislative history	Staff	Prepare monthly reports and determine which bills to track	General Fund	07/01/23	06/30/24
4	Provide updates to MTC Policy Advisory Council & outside organizations	Staff	Provide regular updates on legislation MTC is tracking and/or supporting or opposing	General Fund	07/01/23	06/30/24
5	Coordinate with lobbyists on meetings with key legislators and elected officials	Staff	Meeting scheduling	General Fund/ BATA /SAFE	07/01/23	06/30/24

6	Meet with legislators, staff, and agency officials	Staff	Briefing materials	General Fund /BATA/ SAFE	07/01/23	06/30/24
7	Testify in committee hearings	Staff	Prepared oral testimony	General Fund/ BATA/ SAFE	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- Outreach to state and federal delegations related to 2024 Advocacy Program priorities
- Meetings with legislators, their staff and state and federal administration officials
- Prepare briefing materials for meetings with legislators, their staff and state and federal administration officials

G. Federal Planning Factors

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1156: Library Services

Project Manager: Julie Teglovic

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 148,038	\$ 148,038	\$ -
Benefits	62,916	62,916	-
Indirect	105,477	105,477	-
Total Expenses	\$ 316,431	\$ 316,431	\$ -

Revenues	Amendment No. 1	Amendment No. 2	Change
General Fund	\$ 316,431	\$ 316,431	\$ -
Total Revenues	\$ 316,431	\$ 316,431	\$ -

Federal Share

0.00%

0.00%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

The MTC/ABAG Library, managed by the Metropolitan Transportation Commission (MTC) and sponsored in part by the Association of Bay Area Governments (ABAG), has an extensive collection of reports, books, academic journals, newspapers and professional/trade magazines covering transportation planning, demographics, economic analysis, housing, public policy issues and regional planning in the San Francisco Bay Area. The library is designed to meet the information needs of government agencies, researchers, students, the media and anyone else who is interested in transportation, regional planning and related fields.

The library houses over 17,000 books, periodicals and reports, including local, California and federal government documents, all MTC and ABAG publications, city and county general plans and environmental reports, traffic counts and forecasts, over 1,000 serial titles (magazines, academic/professional journals, newspapers, annual reports, etc.), demographic data including U.S. Census reports for 1960-2020, earthquake maps, transportation and urban planning, construction reports for bridges, tunnels and roads, housing, public policy, economics and regional planning.

The library is open to the public by appointment and participates in interlibrary loans.

The library provides extensive reference assistance by email, by telephone, and in person.

C. Project Products

Library catalog

Library information SharePoint site

Transportation headlines

D. Previous Accomplishments and Links to Relevant Products

- Managed [MTC-ABAG Library](#), maintaining and cataloging a collection of print and electronic format documents and sources of information that support the work of MTC and ABAG, including all MTC, ABAG and related publications. Provided electronic access to library catalog through the internet: <https://mtc-abag-library.softlinkliberty.net/liberty/libraryHome.do>
- Maintained/updated [Library and Publications page](#) on MTC website: <https://mtc.ca.gov/tools-resources/mtcabag-library>
- Created internal staff SharePoint site for easier access to publication passwords and all other library information.
- Provided reference services to MTC Commission, ABAG Executive Board, MTC and ABAG staff, outside agencies, and the public
- Screened major media, prepared and disseminated daily electronic “[Transportation Headlines](#)” compilation via email and web: <https://mtc.ca.gov/news/news-headlines>
- Maintained the MTC Records Management Program for archiving internal records.
- Created style guides to assist with creation of MTC and ABAG publications.
- Published a listing of library acquisitions several times a year
- Served as an affiliate of the State Census Data Center
- Maintained the [Bay Area Census Website](http://www.bayareacensus.ca.gov): <http://www.bayareacensus.ca.gov>
- Managed the Electronic Information Delivery Service (GovDelivery)

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Manage MTC-ABAG Library, maintain a collection of print and electronic format documents and sources of information that support the work of MTC and ABAG	Staff	Library and library services	General Fund	07/01/23	06/30/24
2	Provide reference services to MTC Commission, ABAG Executive Board, MTC and ABAG staff, outside agencies, and the public	Staff	Reference services	General Fund	07/01/23	06/30/24
3	Screen major media, prepare and disseminate daily electronic “Transportation Headlines” compilation via email and Web	Staff	Transportation Headlines	General Fund	07/01/23	06/30/24
4	Maintain the MTC Records Management Program for archiving internal records	Staff	Records Management Program	General Fund	07/01/23	06/30/24

5	Provide electronic access to library catalog through the Internet	Staff	Library catalog	General Fund	07/01/23	06/30/24
6	Publish a listing of library acquisitions several times a year	Staff	Library acquisition listing	General Fund	07/01/23	06/30/24
7	Maintain the library and publications sections of MTC's Web page	Staff	Publications listing	General Fund	07/01/23	06/30/24
8	Maintain library SharePoint site	Staff	Library and library services	General Fund	07/01/23	06/30/24
9	Serve as an affiliate of the State Data Center	Staff	State Data Center affiliate	General Fund	07/01/23	06/30/24
10	Maintain the Bay Area Census Website	Staff	Bay Area Census Website	General Fund	07/01/23	06/30/24
11	Manage the Electronic Information Delivery Service (GovDelivery)	Staff	Electronic Info Delivery Service	General Fund	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

Same as above, ongoing activities.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future

- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1311: Means-Based Fare Program (Clipper START)

Project Manager: William Bacon/Lysa Hale

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Consultants	\$ 11,603,321	\$ 11,603,321	\$ -
Total Expenses	\$ 11,603,321	\$ 11,603,321	\$ -

Revenues	Amendment No. 1	Amendment No. 2	Change
Low Carbon Transit Operations Program (LCTOP) Means Based	\$ 4,673,361	\$ 4,673,361	\$ -
State Transit Assistance (STA)	6,929,960	6,929,960	-
Total Revenues	\$ 11,603,321	\$ 11,603,321	\$ -

Federal Share

0.00%

0.00%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

MTC conducted a regional means-based transit fare pricing study to develop scenarios for funding and implementing a regional means-based transit fare program or programs in the nine-county Bay Area. As a result of the study and in consultation with transit operators, the MTC Commission approved the Regional Means-Based Transit Fare Pilot in May 2018, a transit discount program for qualified low-income participants on select transit operators in the Bay Area. The pilot program, Clipper START, launched in July 2020 and was originally expected to conclude on June 30, 2023, however due to the impacts of the COVID-19 pandemic it is anticipated that the pilot program will be extended until June 30, 2025 to allow additional time for the program to mature. The initial launch included four transit agencies, but in the wake of the COVID-19 emergency was expanded to 17 additional agencies. Customers are eligible for the program if they are ages 19-64, a resident of the Bay Area, and earn less than 200% of the federal poverty level. MTC will reimburse transit agencies for half of a 20% discount per trip, applied to the Clipper base adult fare. Transit agencies offering a discount greater than 20% will cover all of the revenue losses above 20%.

A comprehensive evaluation is being conducted on the pilot and will inform the continuation of and improvements to the program over the coming two years of the extended pilot and any future more permanent program.

C. Project Products

- Regional Means-Based Transit Fare Pricing Study Report
- MTC Resolution 4320 and MTC Resolution 4439
- Draft Year 2 Evaluation

D. Previous Accomplishments and Links to Relevant Products

- Regional Means-Based Transit Fare Pricing Study (2018)
- Pilot Program Approved by MTC Commission (2018)
- Rollout of initial four operators (July 2020)
- Secured \$5M in CARES Act funding for additional transit agencies (July 2020)
- Rollout of additional 17 transit agencies (November 2020 – January 2021)
- Year 1 Evaluation (2022)

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Program management and monitoring	Staff	Quarterly data reports	LCTOP/STA	07/01/23	06/30/24
2	Pilot evaluation	Consultant	Quarterly tech memos and final reports	LCTOP/STA	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- Ongoing evaluation of extended pilot program
- Development of program parameters for a possible permanent program.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Public Involvement
- Data in Transportation Planning

Work Element 1312: Support Title VI and Environmental Justice

Project Manager: Ryan DeCoud

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 85,244	\$ 85,244	\$ -
Benefits	36,229	36,229	-
Indirect	60,736	60,736	-
Consultants	75,000	75,000	-
Total Expenses	\$ 257,208	\$ 257,208	\$ -

Revenues	Amendment No. 1	Amendment No. 2	Change
General Fund	\$ 257,208	\$ 257,208	\$ -
Total Revenues	\$ 257,208	\$ 257,208	\$ -

Federal Share 0.00% 0.00%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

MTC is committed to ensuring that no person is excluded from participation in, denied the benefits of, or discriminated against under its projects, programs or activities on the basis of race, color or national origin, as provided in Title VI of the Civil Rights Act and 49 Code of Federal Regulations Part 21. Furthermore, MTC is committed to assisting DOT in fulfilling its efforts to achieve Environmental Justice as outlined in Executive Order 12898, DOT Order 5610.2(a) and related FTA/FHWA guidance.

The objective of this work element is to support MTC's Title VI and Environmental Justice activities.

C. Project Products

- Development and Implementation of Public Outreach Activities
- Title VI Program and Report

D. Previous Accomplishments and Links to Relevant Products

Beneficiary Notifications:

- MTC informs members of the public of their rights under Title VI in several ways, including notification at the MTC offices, on MTC's website and in MTC's Library. MTC incorporates notice of the availability of language assistance into its existing outreach materials. For special projects, such as the region's long-range transportation plan, MTC works with stakeholders to inform Limited English Proficient (LEP) individuals of available services, including the availability of language assistance services.
- In October 2020, the Commission approved MTC's 2020 Compliance Report, and it was submitted to the FTA in November as required under [FTA Title VI Circular 4702.1B. The Final Program](#) along with all the

appendices is posted on MTC's web site at:

https://mtc.ca.gov/sites/default/files/Title_VI_Triennial_Report_2020.pdf

- MTC updated its analysis and outreach necessary to review and update the 2013 Language Assistance Plan (LAP), finalized the Revised LAP 2019 in June 2019. The [2019 Plan for Special Language Services to Limited English Proficient \(LEP\) Populations](#) can be accessed by a link available at:
https://mtc.ca.gov/sites/default/files/MTC_2019_Plan_for_Providing_Special_Language_Services_to_LEP_Population_-_Final.pdf

Public Participation Plan (PPP):

- MTC's current PPP was adopted in June 2018. This document informs interested residents on how to engage in the range of MTC's planning work and funding allocations and includes a framework for public outreach and involvement for the update to Plan Bay Area — the region's long-range transportation and land use blueprint. Specific information about the Plan Bay Area update is included as Appendix A to the 2018 Public Participation Plan. The [Final 2018 PPP](#) can be viewed at: <http://www.mtc.ca.gov/about-mtc/public-participation/public-participation-plan>

Plan Bay Area 2050 Equity Analysis:

- In collaboration with Bay Area residents, especially historically underserved populations, the Regional Equity Working Group, MTC's Policy Advisory Council and various partner agencies and working groups, MTC and ABAG developed Plan Bay Area 2050 as a long-range plan that is poised to accommodate future housing and employment growth over the next three decades and ensure that the Bay Area is affordable, connected, diverse, healthy and vibrant for all. The plan is designed to meet and exceed federal and state requirements, and ultimately serve as the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the San Francisco Bay Area.
- The [Equity Analysis Report for Plan Bay Area 2050](#) reflects on the equity lens approach used in the planning process. The report summarizes all the equity-focused components that are weaved into the plan strategies, identifies the share of planned investments that directly benefit households with low incomes and analyzes forecasted outcomes of the plan and its impact on existing disparities in the region. The analysis also demonstrates MTC's compliance with federal requirements related to Title VI and environmental justice (EJ) in the regional transportation plan development process, by examining the benefits and burdens of proposed transportation investments on people of color and determining if the plan has any adverse impacts on historically underserved populations.
https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Equity_Analysis_Report_October_2021.pdf

Other Activities:

- Implement regional programs that invest strategically to enhance mobility for communities of concern and transportation-disadvantaged populations.
- Pursue state and federal advocacy initiatives related to supporting and improving the region's affordable housing and transportation options.
- Integrated regional indicators related to affordability, employment and environmental justice as part of the region's broader performance monitoring program "[Vital Signs](#)," discussed further in WE 1212.
<https://www.vitalsigns.mtc.ca.gov/>
- Developed guidelines for Cycle 6 of MTC's [Lifeline Transportation Program](#) based on issues, needs, and priorities; discussed further in WE 1310. <https://mtc.ca.gov/planning/transportation/access-equity-mobility/lifeline-transportation-program>
- Assisted county transportation agencies with data and analysis to support the development of Countywide Transportation Plans.
- Provided technical assistance to FTA Section 5310 applicants from the Bay Area on Title VI program development. Caltrans is the direct recipient of Section 5310 funds, and MTC provides support and technical assistance to 5310 sub recipients and program applicants.

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Develop and implement public outreach activities as appropriate that engage Title VI/EJ/LEP communities in the implementation of Plan Bay Area.	Staff	Meeting agendas and notes Presentation Materials Staff reports	General Funds	07/01/23	06/30/24
2	Continue to prepare all necessary Title VI/EJ/ reports and analyses.	Staff	Meeting agendas and notes Presentation Materials Staff reports	General Funds	07/01/23	06/30/24
3	Continue to work with Policy Advisory Council, the Bay Area Partnership, and other stakeholder groups on actions that will advance equity and environmental justice in the region.	Staff	Staff reports Presentation Materials to Policy Advisory Council Technical reports Meeting agendas and notes	General Funds	07/01/23	06/30/24
4	<ul style="list-style-type: none"> Prepare the Triennial Title VI Program. 	Staff	Final FTA Title VI Triennial Report	General Funds	07/01/2023	8/1/2023

F. Anticipated Future Activities (FY 2024-25)

- As needed Title VI/EJ reports and analyses.
- Continue to coordinate and oversee activities related to the New Freedom and Lifeline Transportation Program.
- Continue to work with Policy Advisory Council, the Bay Area Partnership, and the RTP/SCS Equity Working Group on actions that will advance environmental justice in the region.
- Continue to meet with the Title VI working group on a quarterly basis.
- Public outreach activities that engage Title VI, EJ and LEP communities in the implementation of the regional transportation plan.
- Research best practices around the nation for any other investment/equity analysis methods. Consider EJ principles and Plan Bay Area Equity Analysis findings in developing implementation activities for the RTP/Sustainable Communities Strategy.
- Include appropriate Title VI/nondiscrimination language in all appropriate contracts.
- Continue to work with MTC Policy Advisory Council and other regional partners and stakeholders in advancing equity and environmental justice principles through MTC's [Equity Platform](https://mtc.ca.gov/about-mtc/what-mtc/mtc-abag-equity-platform) (<https://mtc.ca.gov/about-mtc/what-mtc/mtc-abag-equity-platform>) in the metropolitan planning process and related to the RTP/SCS.
- Research best practices around the nation for any other investment/equity analysis methods.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Data in Transportation Planning

Work Element 1514: Regional Assistance Program and Project Reviews

Project Manager: Raleigh McCoy

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 392,181	\$ 392,181	\$ -
Benefits	166,677	166,677	-
Indirect	279,429	279,429	-
Consultants	1,125,000	1,325,000	200,000
Total Expenses	\$ 1,963,287	\$ 2,163,287	\$ 200,000

Revenues	Amendment No. 1	Amendment No. 2	Change
State Transit Assistance (STA)	\$ 594,937	\$ 794,937	\$ 200,000
General Fund	1,368,350	1,368,350	-
Total Revenues	\$ 1,963,287	\$ 2,163,287	\$ 200,000

Federal Share

0.00%

0.00%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

MTC allocates transportation assistance funds and administers and accounts for these funds, including Transportation Development Act Local Transportation Fund (TDA), State Transit Assistance (STA), STA State of Good Repair, and Regional Measure 2 (RM 2) operating funds. MTC also administers the 25% share of the one-half cent BART sales tax ("AB1107" funds) for AC Transit, BART and San Francisco Muni pursuant to Public Utilities Code Section 29142.2(b); and various toll bridge-related revenues to support public transportation programs and projects. Administration of these funds requires development, maintenance and distribution of fund application forms and instructions; related financial accounting; evaluation of fund applications ("claims"); development of materials to support allocation recommendations to the Commission; assistance to applicants in compliance with procedural, regulatory and statutory requirements.

Pursuant to PUC Section 99246, administration of TDA and STA funds requires MTC's oversight of the Triennial Performance Audits of transit operators and MTC (independent audits are conducted annually on a rotating basis affecting a specified group of operators). MTC conducts audits of claimants to ensure compliance with laws, regulations, and administrative requirements. Pursuant to PUC Section 99244, MTC must annually identify, analyze and recommend potential productivity improvements. MTC annually adopts a Productivity Improvement Program (PIP) to comply with PUC Section 99244. The PIP requirement is suspended for FY 2020-21–FY 2022-23.

MTC has discretion over the population-based portion of STA funds (PUC Section 99313) and retains a portion of these funds pursuant to PUC Section 99313.6(d). These funds are used to implement projects that enhance transit coordination such as Clipper, Clipper START, a means-based fare discount program, and 511. MTC annually adopts a program of projects for the use of these funds.

C. Project Products

- Allocations of TDA, STA, STA-SGR, and RM 2 Operating funds by resolution, amendments to the resolution, and Executive Director's Delegation of Authority (DA)
- Quarterly report of the allocations through Executive Director's Delegation of Authority
- Triennial Performance Audit of a portion of Bay Area operators on a rolling basis
- STA Regional Coordination Program

D. Previous Accomplishments and Links to Relevant Products

Programs under this work item are ongoing. Therefore, all the work products identified above have been or will be produced in FY 2022-23 and occur annually.

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Review and process ongoing requests for TDA, STA, and RM 2 Operating funds	Staff	Allocation Resolutions and amendment to resolution	RM 2/STA/ General Fund	05/01/23	06/30/24
2	Quarterly Report of allocations by DA	Staff	Quarterly Report of the DA	RM 2/STA/ General Fund	10/12/23	06/30/24
3	Conduct Triennial Audits for FYs 2022-23 and FY 2023-24	Consultant (Not Selected)	Draft and Final Triennial Audit Report	General Fund	01/21/22	06/30/24
4	Develop and Adopt Productivity Improvement Program (PIP)	Staff	PIP	General Fund	10/01/23	03/31/24
5	Update and distribution claim forms to request TDA and STA for FY 2024-25	Staff	FY2024-25 Claim Forms	RM 2/STA/ General Fund	01/15/24	03/31/24
6	Adopt STA Regional Coordination Program of projects for FY 2024-25	Staff	Resolution and program of projects	STA/ General Fund	01/04/24	05/24/24

F. Anticipated Future Activities (FY 2024-25)

Ongoing work. Same work products as FY 2023-24.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.

- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Complete Streets
- Planning and Environment Linkages (PEL)

Work Element 1618: Affordable Mobility Pilot Program (CARB)

Project Manager: Krute Singa/Therese Trivedi

A. Budget

Expenses	Amendment No. 1	Amendment No. 2	Change
Salaries	\$ 15,104	\$ 15,104	\$ -
Benefits	6,419	6,419	-
Indirect	10,762	10,762	-
Total Expenses	\$ 32,286	\$ 32,286	\$ -

Revenues	Amendment No. 1	Amendment No. 2	Change
General Fund	32,286	32,286	-
Total Revenues	\$ 32,286	\$ 32,286	\$ -

Federal Share 0.00% 0.00%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

The Car Sharing and Mobility Hubs in Affordable Housing Pilot Project (Project) has several key goals and objectives including:

- Reducing greenhouse gas emissions (GHGs) and criteria pollutants from the combination of reduced vehicle trips and use of electric vehicles (EVs) rather than internal combustion engine vehicles.
- Reducing private vehicle ownership and vehicle miles traveled (VMT) in the communities and reducing the transportation costs for residents.
- Increasing access for low-income residents to economic opportunity, medical facilities, schools, parks, grocery stores and other daily needs.
- Gathering credible data on vehicle ownership. This will help inform cities and developers on right-sized parking for affordable housing developments that include a suite of mobility options.
- Creating a sustainable and viable mobility program for affordable homes that is similar in scope and impact to the most innovative Travel Demand Management (TDM) programs integrated into some market-rate developments.

The Project provides battery electric vehicles and electric charging stations along with a suite of mobility options such as bikeshare, transit passes, electric bicycles, credit for taxi and Lyft Line trips to transit, GIG (one-way car share) and other rideshare solutions at three affordable housing sites in disadvantaged communities (DACs) in the cities of Oakland, Richmond and San Jose.

This Project is funded by the California Air Resources Board (CARB) and will offer affordable transportation options to meet the travel needs of under-served low-income residents in the region, while reducing GHGs, improving health outcomes, and creating a new model for affordable housing development. These mobility options will be coupled with effective travel training and outreach to support resident choices reducing vehicle trips, especially in internal combustion engine vehicles, while moving away from private vehicle ownership.

C. Project Products

Mobility hubs at three affordable housing communities.

D. Previous Accomplishments and Links to Relevant Products

Electric Vehicle (EV) Car Share and Chargers

Betty Ann Gardens (San Jose)

The project team supported First Community Housing (FCH) to increase the funding for the EV charger installation at Betty Ann Gardens. The vendor, KIGT underbudgeted the cost of charger installation, including city permits and inspections.

Nystrom Neighborhood (Richmond)

The City of Richmond, Department of Transportation Services, identified 511 Contra Costa as a potential alternative funding source to replace the vandalized chargers at MLK Jr. Park.

Bicycle Education, Storage, and Equipment

Bicycle Storage Room (San Jose)

The bike storage room at Betty Ann Gardens is still a work in progress. In December 2022, First Community Housing completed the camera system installation. The bike storage room will be fully operational February 2023.

AC Transit Easy Passes

The East Bay Asian Local Development Corporation (EBALDC) is moving forward with the AC Transit Easy Pass program to administer free transit passes to Lion Creek Crossings (Oakland) residents.

Lyft Ride Pass Program to Essential Services

From October to December 2022, residents across Lion Creek Crossings (Oakland) and Betty Ann Gardens (San Jose) project sites took over 40 single rides (9 trips were shared rides) using the “Lyft Ride Pass Program to Essential Services.” The average cost of the Lyft rides during the quarter was approximately \$15.00, and residents travel an average of 5 miles to or from the mobility hub's project sites.

Mobility Hubs Pilot Website

The project team developed a website mobilityhubspilot.org for residents to sign up for the various mobility programs.

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Program Design	Staff	<ul style="list-style-type: none">• Detailed program and implementation strategy with site specific partner and resident input• Confirm sites for participation• Support partnerships (Project Advisory Committee (PAC) and Resident Engagement and Site Level Teams)	General Fund	07/01/23	06/31/24
2	Program Implementation	Staff	<ul style="list-style-type: none">• Implement programs at each site with vendors	General Fund	07/01/23	06/31/24
3	Outreach and Education	Staff	<ul style="list-style-type: none">• Communication & outreach plan for community and partnership cultivation• Training sessions with residents and one on one sessions	General Fund	07/01/23	06/31/24
4	Resident Surveys, Data Collection and Evaluation	Staff	<ul style="list-style-type: none">• Survey design, implementation and analysis at each site	General Fund	07/01/23	06/31/24
5	Project Administration	Staff	<ul style="list-style-type: none">• Ongoing project coordination, reporting and invoicing• Draft Final Report• Final Disbursement	General Fund	07/01/23	06/31/24

F. Anticipated Future Activities (FY 2024-25)

For all three sites:

- EV charger implementation
- EV carshare
- Transit pass implementation
- Bikeshare and scooter share implementation
- Outreach and education

G. Federal Planning Factors Addressed

- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Emphasize the preservation of the existing transportation system.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement

MTC BUDGET SUMMARY

FY 2023–2024

Draft FY 2023-24 Overall Work Program (OWP) Amendment No. 2 - Expense Estimates

	Total Budget	Salaries, Benefits	Indirect	Other Operating	Consultants
1112 Implement Public Information Program and Tribal Government Coordination	7,297,179	3,490,286	1,745,143	-	2,061,750
1113 Support the Partnership Board	750,264	500,176	250,088	-	-
1121 Regional Transportation Plan/Sustainable Communities Strategy	8,883,530	1,898,420	949,210	-	6,035,901
1122 Analyze Regional Data Using GIS and Planning Models	9,189,694	4,286,862	2,143,431	-	2,759,401
1124 Regional Goods Movement	32,286	21,524	10,762	-	-
1125 Active Transportation Planning	5,384,510	256,340	128,170	-	5,000,000
1127 Regional Trails	11,817,718	697,241	348,620	-	10,771,857
1128 Resilience and Hazards Planning	661,890	441,260	220,630	-	-
1212 Performance Measurement and Monitoring	317,276	61,517	30,759	-	225,000
1310 Equity, Access and Mobility Planning and Programs	11,689,098	457,048	228,524	-	11,003,526
1412 Transportation Conformity and Air Quality Planning	304,746	203,164	101,582	-	-
1413 Climate Initiatives	41,734,100	779,400	389,700	-	40,565,000
1511 Conduct Financial Analysis and Planning	811,805	541,203	270,602	-	-
1512 Federal Programming, Monitoring and TIP Management	2,835,047	1,890,032	945,016	-	-
1517 Transit Sustainability Planning	12,238,358	1,615,147	807,573	-	9,815,638
1522 SFMTA Muni Metro Modernization Planning Study	1,200,000	-	-	-	1,200,000
1611 Regional Growth Framework Planning and Implementation	65,908,438	1,697,404	848,702	-	63,362,332
1621 Network Management - Planning for Implementation	1,394,303	929,535	464,768	-	-
1622 Next-Generation Bay Area Freeways Study	1,452,528	684,945	342,473	-	425,109
Funded by the Consolidated Planning Grant (CPG)	183,902,771	20,451,504	10,225,752	-	153,225,515
1120 Regional Conservation Investment Strategy	372,849	-	-	-	372,849
1233 Transportation Asset Management (TAM) Program	12,036,220	482,897	241,448	-	11,311,875
1515 State Programming, Monitoring and STIP Development	1,767,002	911,335	455,667	-	400,000.00
1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	1,255,828	552,885	276,443	26,500	400,000
Funded by Federal/State Grants and Local Sources	15,431,899	1,947,117	973,558	26,500	12,484,724
1114 Support Policy Advisory Council	234,870	156,580	78,290	-	-
1131 Develop an Effective Legislative Program	1,144,754	763,170	381,585	-	-
1132 Advocate Legislative Programs	490,000	-	-	-	490,000
1156 Library Services	316,431	210,954	105,477	-	-
1311 Means Based Fare Program	11,603,321	-	-	-	11,603,321
1312 Support Title VI and Environmental Justice	257,208	121,472	60,736	-	75,000
1514 Regional Assistance Programs and Project Reviews	2,163,287	558,858	279,429	-	1,325,000
1618 Affordable Mobility Pilot Program (CARB)	32,286	21,524	10,762	-	-
Funded by State and Local Sources	16,242,157	1,832,557	916,279	-	13,493,321
Total Expense Estimates	215,576,828	24,231,178	12,115,589	26,500	179,203,560

Draft FY 2023-24 Overall Work Program (OWP) Amendment No. 2 - Revenue Estimates																	
		(1) FHWA PL FY 23-24	(1) FHWA PL FY 23-24 CS BIL	(2) FHWA PL FY 22-23 (C/O)	(2) FHWA PL FY 22-23 (C/O) CS BIL	(2) FHWA PL FY 21-22 (C/O)	(3) FTA 5303 FY 23-24	(4) FTA 5303 FY 22-23 (C/O)	(4) FTA 5303 FY 21-22 (C/O)	FHWA SP&R FY 21-22 (C/O)	FTA 5304 FY 22-23 (C/O)	RMRA SB 1 Sustainable Communities Formula FY 23-24	RMRA SB 1 Sustainable Communities Formula FY 22-23 (C/O)	RMRA SB 1 Sustainable Communities Formula FY 21-22 (C/O)	2% Transit Transfer	5% Transit Transfer	ABAG
		Fund Sc# 1109	Fund Sc# 1116	Fund Sc# 1109	Fund Sc# 1116	Fund Sc# 1109	Fund Sc# 1602	Fund Sc# 1602	Fund Sc# 1602	Fund Sc# 1306	Fund Sc# 1615	Fund Sc# 2223	Fund Sc# 2222	Fund Sc# 2221			
Funded by the Consolidated Planning Grant (CPG)																	
1112 Implement Public Information Program and Tribal Government Coordination	7,297,179	-	-	-	-	-	62,344	2,020,775	-	-	-	-	-	-	-	-	-
1113 Support the Partnership Board	750,264	293,699	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1121 Regional Transportation Plan/Sustainable Communities Strategy	8,883,530	828,858	-	-	-	15,526	100,000	-	145,062	-	-	1,445,128	456,407	538,619	-	-	-
1122 Analyze Regional Data Using GIS and Planning Models	9,189,694	4,617,161	-	95,156	-	-	1,446,961	-	335,203	-	-	-	-	-	-	-	-
1124 Regional Goods Movement	32,286	32,286	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1125 Active Transportation Planning	5,384,510	-	254,081	-	130,429	-	-	-	-	-	-	-	-	-	-	-	-
1127 Regional Trails	11,817,718	487,798	-	-	-	-	-	-	-	-	-	-	-	-	331,944	981,636	-
1128 Resilience and Hazards Planning	661,890	-	-	-	-	-	-	-	-	-	-	584,872	-	-	-	-	-
1212 Performance Measurement and Monitoring	317,276	92,276	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1310 Equity, Access and Mobility Planning and Programs	11,689,098	39,145	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1412 Transportation Conformity and Air Quality Planning	304,746	277,042	-	-	-	-	27,704	-	-	-	-	-	-	-	-	-	-
1413 Climate Initiatives	41,734,100	500,739	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1511 Conduct Financial Analysis and Planning	811,805	129,143	-	272,814	-	-	84,660	-	-	-	-	-	-	-	-	-	-
1512 Federal Programming, Monitoring and TIP Management	2,835,047	1,460,557	-	191,724	-	-	399,560	-	-	-	-	-	-	-	-	-	-
1517 Transit Sustainability Planning	12,238,358	394,068	-	356,167	-	-	2,179,171	236,174	243,426	-	-	-	-	-	450,000	-	-
1522 SFMTA Muni Metro Modernization Planning Study	1,200,000	-	-	-	-	-	-	-	-	-	500,000	-	-	-	-	-	-
1611 Regional Growth Framework Planning and Implementation	65,908,438	126,916	-	-	-	-	663,453	-	-	-	-	-	-	40,000	-	-	-
1621 Network Management - Planning for Implementation	1,394,303	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1622 Next-Generation Bay Area Freeways Study	1,452,528	629,455	-	-	-	-	-	-	-	196,975	-	-	-	-	-	-	-
Total Funded by the Consolidated Planning Grant (CPG)	183,902,771	9,909,141	254,081	915,861	130,429	15,526	4,963,854	2,256,949	723,691	196,975	500,000	2,030,000	456,407	578,619	781,944	981,636	-
Funded by Federal/State Grants and Local Sources			-		-												
1120 Regional Conservation Investment Strategy	372,849	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1233 Transportation Asset Management (TAM) Program	12,036,220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1515 State Programming, Monitoring and STIP Development	1,767,002	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	1,255,828	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	188,374
Total Funded by Federal/State Grants and Local Sources	15,431,899	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	188,374
Funded by State and Local Sources																	
1114 Support Policy Advisory Council	234,870	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1131 Develop an Effective Legislative Program	1,144,754	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1132 Advocate Legislative Programs	490,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1156 Library Services	316,431	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1311 Means Based Fare Program	11,603,321	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1312 Support Title VI and Environmental Justice	257,208	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1514 Regional Assistance Programs and Project Reviews	2,163,287	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1618 Affordable Mobility Pilot Program (CARB)	32,286	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Funded by State and Local Sources	16,242,157	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue Estimates	215,576,828	9,909,141	254,081	915,861	130,429	15,526	4,963,854	2,256,949	723,691	196,975	500,000	2,030,000	456,407	578,619	781,944	981,636	188,374

(1): FHWA PL T.C. Match \$1,136,578
(2): FHWA PL T.C. Match C/O \$106,830
(3): FTA 5303 PL T.C. Match \$569,354
(4): FTA 5303 PL T.C. Match C/O \$341,879
Total \$2,154,642

Draft FY 2023-24 Overall Work Program (OWP) Amendment No. 2 - Revenue Estimates																	
	BAAQMD	BAIFA	BATA Marketing	BATA Reimbursement	BATA Rehab	CA Dept Of Conservation	CMAQ	CMAQ (New)	Coastal Conservancy	Exchange Funds	General Fund	HCD (REAP 2.0)	HOV	JARC	LCTOP	PMP	PTAP
Funded by the Consolidated Planning Grant (CPG)																	
1112 Implement Public Information Program and Tribal Government Coordination	-	-	527,000	399,875	-	-	-	-	-	-	4,287,185	-	-	-	-	-	-
1113 Support the Partnership Board	-	-	-	-	-	-	-	-	-	-	456,566	-	-	-	-	-	-
1121 Regional Transportation Plan/Sustainable Communities Strategy	-	-	-	-	-	-	-	-	-	-	1,286,838	-	-	-	-	-	-
1122 Analyze Regional Data Using GIS and Planning Models	274,461	150,000	-	150,000	-	-	-	-	-	-	2,058,182	-	62,570	-	-	-	-
1124 Regional Goods Movement	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1125 Active Transportation Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1127 Regional Trails	-	-	-	200,000	-	-	-	-	4,021,383	3,500,000	184,957	-	-	-	-	-	-
1128 Resilience and Hazards Planning	-	-	-	-	-	-	-	-	-	-	77,018	-	-	-	-	-	-
1212 Performance Measurement and Monitoring	-	-	-	-	-	-	-	-	-	-	225,000	-	-	-	-	-	-
1310 Equity, Access and Mobility Planning and Programs	-	-	-	-	-	-	-	-	-	1,500,000	646,427	4,000,000	-	583,038	-	-	-
1412 Transportation Conformity and Air Quality Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1413 Climate Initiatives	-	-	-	-	-	-	1,225,000	3,300,000	-	16,540,000	-	-	-	-	-	-	-
1511 Conduct Financial Analysis and Planning	-	-	-	-	-	-	-	-	-	-	166,972	-	-	-	-	-	-
1512 Federal Programming, Monitoring and TIP Management	-	-	-	-	-	-	-	-	-	-	395,777	-	-	-	-	-	-
1517 Transit Sustainability Planning	-	-	-	-	-	-	-	-	-	-	1,111,262	274,461	-	-	-	-	-
1522 SFMTA Muni Metro Modernization Planning Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1611 Regional Growth Framework Planning and Implementation	-	-	-	-	-	250,000	-	-	-	4,250,000	1,815,534	316,431	387,430	-	-	-	-
1621 Network Management - Planning for Implementation	-	-	312,995	-	-	-	-	-	-	-	32,962	-	-	-	-	-	-
1622 Next-Generation Bay Area Freeways Study	-	193,715	-	-	-	-	-	-	-	-	432,382	-	-	-	-	-	-
Total Funded by the Consolidated Planning Grant (CPG)	274,461	343,715	839,995	749,875	-	250,000	1,225,000	3,300,000	4,021,383	25,790,000	13,177,063	4,590,891	450,000	583,038	-	-	-
Funded by Federal/State Grants and Local Sources																	
1120 Regional Conservation Investment Strategy	-	-	-	-	86,004	-	-	-	-	-	-	-	-	-	-	-	-
1233 Transportation Asset Management (TAM) Program	-	-	-	-	-	-	-	-	-	80,000	784,345	-	-	-	-	2,000,000	543,900
1515 State Programming, Monitoring and STIP Development	-	-	-	-	-	-	-	-	-	-	436,084	-	-	-	-	-	-
1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	439,540	-	-	-	-	-	-	-	-	-	439,540	-	-	-	-	-	-
Total Funded by Federal/State Grants and Local Sources	439,540	-	-	-	86,004	-	-	-	-	80,000	1,659,969	-	-	-	-	2,000,000	543,900
Funded by State and Local Sources																	
1114 Support Policy Advisory Council	-	-	-	-	-	-	-	-	-	-	234,870	-	-	-	-	-	-
1131 Develop an Effective Legislative Program	-	-	-	-	-	-	-	-	-	-	1,144,754	-	-	-	-	-	-
1132 Advocate Legislative Programs	-	-	-	60,000	-	-	-	-	-	-	378,000	-	-	-	-	-	-
1156 Library Services	-	-	-	-	-	-	-	-	-	-	316,431	-	-	-	-	-	-
1311 Means Based Fare Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,673,361	-	-
1312 Support Title VI and Environmental Justice	-	-	-	-	-	-	-	-	-	-	257,208	-	-	-	-	-	-
1514 Regional Assistance Programs and Project Reviews	-	-	-	-	-	-	-	-	-	-	1,368,350	-	-	-	-	-	-
1618 Affordable Mobility Pilot Program (CARB)	-	-	-	-	-	-	-	-	-	-	32,286	-	-	-	-	-	-
Total Funded by State and Local Sources	-	-	-	60,000	-	-	-	-	-	-	3,731,898	-	-	-	4,673,361	-	-
Total Revenue Estimates	714,000	343,715	839,995	809,875	86,004	250,000	1,225,000	3,300,000	4,021,383	25,870,000	18,568,930	4,590,891	450,000	583,038	4,673,361	2,000,000	543,900

(1): FHWA PL T.C. Match \$1,136,578
(2): FHWA PL T.C. Match C/O \$106,830
(3): FTA 5303 PL T.C. Match \$569,354
(4): FTA 5303 PL T.C. Match C/O \$341,879
Total \$2,154,642

Draft FY 2023-24 Overall Work Program (OWP) Amendment No. 2 - Revenue Estimates											
	RM2 Operating	SAFE	SFMTA Local Funding (Local Match for SFMTA)	STA	State Transit Assistance (STA) Exchange Fund	State of California (Prop 68)	STBG	STBG (OBAG 3) (New)	STIP - PPM	SFO Gap Closure Project	FHWA PL & FTA 5303
											Toll Credit
Funded by the Consolidated Planning Grant (CPG)											
1112 Implement Public Information Program and Tribal Government Coordination	-	-	-	-	-	-	-	-	-	-	238,934
1113 Support the Partnership Board	-	-	-	-	-	-	-	-	-	-	33,687
1121 Regional Transportation Plan/Sustainable Communities Strategy	-	-	-	-	-	-	4,067,092	-	-	-	124,959
1122 Analyze Regional Data Using GIS and Planning Models	-	-	-	-	-	-	-	-	-	-	744,917
1124 Regional Goods Movement	-	-	-	-	-	-	-	-	-	-	3,703
1125 Active Transportation Planning	-	-	-	-	-	-	5,000,000	-	-	-	-
1127 Regional Trails	-	-	-	-	-	-	1,750,000	-	-	360,000	55,950
1128 Resilience and Hazards Planning	-	-	-	-	-	-	-	-	-	-	-
1212 Performance Measurement and Monitoring	-	-	-	-	-	-	-	-	-	-	10,584
1310 Equity, Access and Mobility Planning and Programs	-	-	-	290,488	1,630,000	-	3,000,000	-	-	-	4,490
1412 Transportation Conformity and Air Quality Planning	-	-	-	-	-	-	-	-	-	-	34,954
1413 Climate Initiatives	-	-	-	-	-	-	20,168,361	-	-	-	57,435
1511 Conduct Financial Analysis and Planning	-	-	-	158,215	-	-	-	-	-	-	55,815
1512 Federal Programming, Monitoring and TIP Management	-	-	-	-	-	-	387,430	-	-	-	235,346
1517 Transit Sustainability Planning	1,200,000	-	-	52,738	2,950,000	-	2,790,891	-	-	-	391,013
1522 SFMTA Muni Metro Modernization Planning Study	-	-	700,000	-	-	-	-	-	-	-	-
1611 Regional Growth Framework Planning and Implementation	-	-	-	-	-	-	58,058,675	-	-	-	90,655
1621 Network Management - Planning for Implementation	-	-	-	1,048,346	-	-	-	-	-	-	-
1622 Next-Generation Bay Area Freeways Study	-	-	-	-	-	-	-	-	-	-	72,198
Total Funded by the Consolidated Planning Grant (CPG)	1,200,000	-	700,000	1,549,788	4,580,000	-	95,222,449	-	-	360,000	2,154,642
Funded by Federal/State Grants and Local Sources											
1120 Regional Conservation Investment Strategy	-	-	-	-	-	286,845	-	-	-	-	-
1233 Transportation Asset Management (TAM) Program	-	-	-	-	-	-	8,577,975	-	50,000	-	-
1515 State Programming, Monitoring and STIP Development	-	-	-	-	-	-	-	-	1,330,918	-	-
1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	-	-	-	-	-	-	188,374	-	-	-	-
Total Funded by Federal/State Grants and Local Sources	-	-	-	-	-	286,845	8,766,349	-	1,380,918	-	-
Funded by State and Local Sources											
1114 Support Policy Advisory Council	-	-	-	-	-	-	-	-	-	-	-
1131 Develop an Effective Legislative Program	-	-	-	-	-	-	-	-	-	-	-
1132 Advocate Legislative Programs	-	52,000	-	-	-	-	-	-	-	-	-
1156 Library Services	-	-	-	-	-	-	-	-	-	-	-
1311 Means Based Fare Program	-	-	-	6,929,960	-	-	-	-	-	-	-
1312 Support Title VI and Environmental Justice	-	-	-	-	-	-	-	-	-	-	-
1514 Regional Assistance Programs and Project Reviews	-	-	-	794,937	-	-	-	-	-	-	-
1618 Affordable Mobility Pilot Program (CARB)	-	-	-	-	-	-	-	-	-	-	-
Total Funded by State and Local Sources	-	52,000	-	7,724,897	-	-	-	-	-	-	-
Total Revenue Estimates	1,200,000	52,000	700,000	9,274,686	4,580,000	286,845	103,988,798	-	1,380,918	360,000	2,154,642

(1): FHWA PL T.C. Match \$1,136,578
(2): FHWA PL T.C. Match C/O \$106,830
(3): FTA 5303 PL T.C. Match \$569,354
(4): FTA 5303 PL T.C. Match C/O \$341,879
Total \$2,154,642

APPENDIX A — STATE AND FEDERALLY FUNDED COMPETITIVE GRANT PROJECTS

Caltrans Sustainable Transportation Planning Grant Program

FY 2020/2021 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: February 28, 2023 (RGAs), except where noted

- **City of Livermore East Avenue Corridor Study** (\$301,664)

Applicant: City of Livermore

Description: The East Avenue Corridor Study will develop and prioritize complete street alternatives for the 2.5-mile corridor, building on the City's Active Transportation Plan. East Avenue is a high-priority east-west corridor for the community, links two Priority Development Areas (National Laboratories - east and Downtown Livermore - west), provides a rapid transit line, and serves five public schools, five preschools, a Community Center, four churches, various neighborhoods, 13 apartment complexes, and major employers such as the National Labs. The City will develop alternatives through extensive public engagement with East Avenue stakeholders including the school district, park district, bus service provider, residents, neighborhood groups, business owners, and faith-based community organizations. The City will refine these alternatives through data analyses and create a Concept Plan that identifies short-term and long-term street improvements that will improve safety and comfort, increase bicycle and pedestrian connectivity, and is ready for implementation grant funding.

- **Pine Hollow Road Corridor Complete Streets Feasibility Study** (\$190,959)

Applicant: City of Concord

Sub-Applicant: City of Clayton

Description: The City of Concord and the City of Clayton will conduct a Complete Streets Feasibility Study along Pine Hollow Road, which is an important connection between schools, parks, residential, and recreation areas within the cities. As a designated city trucking route, the corridor also experiences a high amount of truck traffic. The project will include a detailed transportation analysis and robust public engagement process to develop design alternatives that incorporate Complete Streets elements, bicycle and pedestrian improvements, and improved access to transit. The cities will work with community and active transportation advocacy groups to achieve the project's goals, which include addressing the collision history of the project corridor while reducing vehicle miles traveled and greenhouse gas emissions. The project is recommended in Concord's 2016 Bicycle, Pedestrian, and Safe Routes to Transit Plan, and will help the City achieve its goal to make bicycling, walking, and transit better serve local transportation needs.

- **Richmond Greenway Gap Closure and Connectivity Study** (\$280,208)

Applicant: City of Richmond

Sub-Applicants: Local Government Commission, Pogo Park, and Rails-to-Trails Conservancy

Description: The City will partner with local community-based organization Pogo Park and the non-profits Local Government Commission and Rails-to-Trails Conservancy to develop a plan for short-term and long term-solutions to connect the east and west spans of the Richmond Greenway which is currently divided by two wide multilane streets and a multitrack railroad corridor in the city's residential core. The City and partners will engage residents and stakeholders in an intensive, multi-faceted series of interactive design workshops, walking and biking assessments and field activities to identify needs, document challenges, and develop community-based solutions. The project fully supports and advances state and regional Sustainable Community Strategy/Regional Transportation Plan goals of reducing vehicle miles traveled and greenhouse gas emissions, maximizing mobility and accessibility, preserving and ensuring a sustainable regional transportation system, and protecting the environment and health.

- **San Bruno Safe Route to School Plan (\$248,929)**

Applicant: City of San Bruno

Description: In 2017-2018, there were 20 collisions involving children and teenagers in the City of San Bruno. The City's Safe Routes to School (SRTS) Plan will aim at increasing the number of students who choose active or shared modes of transportation to school by making it safer and more accessible to walk, bicycle and/or take transit. The Plan will be framed on the Six Es of the SRTS program and will include school specific summaries that describe existing conditions and a list of prioritized projects. The Plan will provide training, resources and customized support to schools, while working together with district and school administration, parents, teachers, and local community-based organizations. The overall goal of the Plan is to make San Bruno a healthier, safer, more sustainable and environmentally sound community, with improved air quality and less traffic congestion, by reducing the number of school-related automobile trips.

- **Crosstown Class IV Corridors (\$349,248)**

Applicant: City of San Leandro

Description: The Crosstown Corridors Study will examine the feasibility of Class IV bikeways and pedestrian improvements on two major roadways in San Leandro. The corridors will provide a north-south bikeway "spine" on Bancroft Avenue and an east-west spine on Williams Street. Both corridors are identified as priority corridors in the city's 2018 Bicycle and Pedestrian Master Plan Update. Six schools directly front these corridors with three more nearby; these improvements would enhance the safety and comfort of students and

families walking to/from school. The Crosstown Corridors Study also includes two San Francisco Bay Area Rapid Transit (BART) station access studies around the city's two stations. These studies will identify pedestrian and bicycle improvements that will link the corridors, BART stations, downtown and Bay Fair transit-oriented development area together. This project will also serve disadvantaged communities, specifically, the census tracts around the Williams Street corridor are considered disadvantaged communities by the CalEnviroScreen.

- **Development of a Vehicle Miles Traveled Mitigation Program for Contra Costa (\$400,000)**

Applicant: Contra Costa Transportation Authority

Description: The goal of this project is to establish the framework for a Vehicle Miles Traveled (VMT) Mitigation program for Contra Costa County. Implementation of California Senate Bill 743 (Chapter 386, Statutes of 2013) requires lead agencies to analyze development and transportation improvement projects to determine the amount of VMT the project will add or remove from the transportation system, and provide meaningful mitigations when VMT increases are identified. The Contra Costa Transportation Authority intends to develop a program which will, 1) Provide an approach for mitigating VMT increases from land development and transportation improvements in Contra Costa County; 2) Develop a streamlined framework for a VMT Mitigation Program for use by Contra Costa jurisdictions and agencies; and 3) Position Contra Costa County lead agencies to be fully compliant with changes to transportation impacts under Senate Bill 743.

- **El Cerrito-Berkeley Corridor Access Strategy for Transit Oriented Development (\$704,747)**

Applicant: San Francisco Bay Area Rapid Transit District (BART)

Description: In this project, the San Francisco Bay Area Rapid Transit District (BART) will evaluate the feasibility of innovative strategies to provide station access to customers in Berkeley, El Cerrito, Richmond, Albany and Kensington, to develop BART'S surface parking lots with roughly 2,000 homes, with a minimum affordability goal of 35 percent. California Assembly Bill 2923 (Chapter 1000, Statutes of 2018) generated lively community discussion about advancing transit-oriented development in Berkeley and El Cerrito to address the statewide climate and housing crises. While there is community support for development of San Francisco Bay Area Rapid Transit (BART) property, concerns about BART access and parking reduction loom large. Building upon the Fiscal Year 2018-2019 Caltrans grant, which explored alternatives to parking replacement in transit-oriented development at El

Cerrito Plaza station, this project would help BART explore larger-scale solutions to this serious concern in partnership with affected stakeholders. By funding this study now, Caltrans will help BART meet its goal to advance mixed-income housing development at El Cerrito Plaza, North Berkeley and Ashby stations by 2024.

- **San Francisco School Access Plan (\$164,500)**

Applicant: San Francisco County Transportation Authority

Description: The San Francisco County Transportation Authority's School Access Plan will involve close collaboration with the San Francisco Unified School District, parents, and community-based organizations to co-create school transportation solutions designed for medium- to long-distance elementary school trips. Strategies will focus on improving equity for vulnerable students and families, including students with Individualized Education Plans, students experiencing homelessness, foster youth, and low-income youth. The plan will include co-creation sessions and focus groups, resulting in an action plan of transportation recommendations for direct funding, pilot programming, or business plan development. Solving for these school trips will help meet San Francisco's Transit First Policy, Climate Action Strategy, Vision Zero Policy, and Safe Routes to School goals of reducing single family vehicle trips by 37 percent and school-related collisions by 50 percent by 2030. This plan also helps meet regional and state transportation plan goals of reducing greenhouse gas emissions, encouraging sustainable transportation, and promoting equity.

- **Visitation Valley Community Based Transportation Plan (\$352,349)**

Applicant: San Francisco County Transportation Authority

Description: The San Francisco Municipal Transportation Agency (SFMTA) will engage the Visitation Valley community in a two-year planning process to prioritize transportation investment. The project's boundaries encompass the Visitation Valley district, including the Little Hollywood, Sunnydale, and McLaren Park sub-areas. The SFMTA will collaborate closely with the community and community-based organizations, resulting in consensus-based transportation solutions that improve access and connectivity for residents. Visitation Valley, a Community of Concern, has limited viable transportation alternatives due to underinvestment in the local network; it is critical to address this now, as they will be affected by significant development in the pipeline, which will strain the transportation network if new residents continue to require personal vehicles. The project will identify, design, and prioritize investments that reflect community values in light of the SFMTA Muni Equity Strategy and the City's Vision Zero policy.

- El Camino Real Congestion Impact Study (\$211,299)**
Applicant: San Mateo County Transit District
Description: The El Camino Real Congestion Impact Study (Study) will provide an analysis of the impact of El Camino Real (ECR) congestion on SamTrans bus speed and reliability. Key deliverables of the Study include: data collection and analysis; findings from on-site and on-board observations; extensive public outreach to riders, residents, and business owners along the corridor; a set of near-term and long-term recommendations for operational and infrastructure improvements; and a final report consolidating findings and recommendations. The project will be informed by a Technical Advisory Group, including staff from cities along ECR, the County Health Department, and Caltrans, as well as a Stakeholder Advisory Group comprised of business and employer representatives, first responders, advocates, community-based organization representatives, and new mobility providers. The Study will also leverage findings and priorities of existing plans and projects including Reimagine SamTrans, the transit signal priority system, the Grand Boulevard Initiative, and local ECR plans.
- Vehicle Miles Traveled-Reduction Planning for Priority Development Areas (\$539,534)**
Estimated Completion Date: June 30, 2023
Applicant: Metropolitan Transportation Commission
Sub-Applicants: City of Richmond and City of Vallejo
Description: The project has two major components to help cities plan the expansion of multimodal transportation options in the region's Priority Development Areas (PDAs), which is one of the Metropolitan Transportation Commission's key Sustainable Communities Strategies to accommodate infill growth while meeting the region's greenhouse gas emission reduction targets. Component I is the development of Vehicle Miles Traveled (VMT)-reduction planning products for two Sub-applicant Cities: Vallejo and Richmond. For the City of Vallejo, the project will produce (1) a Development Parking and Transportation Demand Management Plan: Framework for assessing and planning VMT mitigation strategies for new developments as part of the permitting process; and (2) Impact Fees: Nexus study or other analysis to establish impact fees that would fund multimodal transportation projects for new developments. For the City of Richmond, the project will produce (1) Road Safety Plan: Collision data collection and analysis to prioritize safety investments, particularly for active transportation modes; and (2) Bicycle and Pedestrian Infrastructure Action Plan: Plan focused on prioritizing near-term bicycle/pedestrian infrastructure projects. Component II is the development of resources such as case studies, template documents, and community engagement guidance to help other cities with PDAs replicate these planning products.

- **Bay Area Regional Rail Partnerships: Project Delivery and Governance** (\$400,000)
Estimated Completion Date: June 30, 2023
Applicant: Metropolitan Transportation Commission
Description: A collection of transformational rail corridor project and planning efforts are underway in the Bay Area and each are led by different agencies. This presents a unique opportunity for the Metropolitan Transportation Commission (MTC) and its rail partners to connect, collaborate, and evaluate how to advance these rail projects to better support these major infrastructure changes, megaproject delivery, and seamless rail service connectivity from a customer-focused and system perspective. Strategic choices related to governance and organizational structure are needed to set the foundation to successfully deliver the next-generation regional rail investments. Building on existing efforts, MTC, in partnership with rail providers in the region, will identify project delivery and governance structures that utilize existing expertise and identify partnerships and structures to build and operate a more seamless and customer focused rail network.

FY 2021/2022 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: February 28, 2024 (RGAs), except where noted

- **Chinatown Complete Streets Project** (\$500,00)
Applicant: City of Oakland Department of Transportation
Description: Chinatown is a bustling neighborhood that is a centerpiece of Oakland's cultural identity. The Plan will work with the community to identify a set of key corridors, conduct outreach to reach consensus on multimodal upgrades to those streets, and complete the conceptual designs necessary to advance capital projects. This plan will engage local non-profits, residents, and businesses in Chinatown to craft a set of approved projects that meet the State's GHG reduction goals, are coordinated with planned development and regional projects, and reflect community priorities
- **Walk Safe San Jose** (\$398,400)
Applicant: City of San Jose
Description: Walk Safe San José focuses on the four council districts with a combined resident population just under 400,000 (as of the 2010 census) identified in the City's 2020 Vision Zero Action Plan with the most traffic fatalities and severe traffic injuries. Within this inner core of neighborhoods around downtown, the City proposes to work with a consultant on eight focus areas where bike and pedestrian injury data demonstrate that

people walking and biking demand. Existing street design does not support safe pedestrian access; arterials are fast and wide, and fully signalized crosswalks are spaced far apart. This plan would address pedestrian safety deficiencies in San José's highest need areas

- **King Road Complete Streets Plan (\$399,270)**

Applicant: City of San Jose

Description: The King Road Complete Street Project aims to make King Road, one of San Jose's highest bus ridership corridors, a safer and more inviting place to walk, bike and take transit. The project will also focus on improving transit access and reliability for historically under resourced East San Jose neighborhoods and improve connections to key regional transportation hubs. With stakeholder and community input, the project will culminate in a phased approach complete street plan for King Road outlining quick build, near and longterm improvements for the corridor. Project supports goals of San Jose's Better Bike Plan, Vision Zero Plan, Valley Transportation Authorities Pedestrian Access to Transit Plan as one of San Jose's top corridors in need of safety and transit reliability improvements, and aligns with Caltrans District 4 Pedestrian Plan.

- **San Mateo Complete Streets Plan (\$490,882)**

Applicant: City of San Mateo

Description: The San Mateo Complete Streets Plan will provide an actionable plan to transform the existing vehicle-centric circulation network to one that is designed for safety and access for all modes. The project will evaluate existing local and regional plans and facilities using a rigorous data analysis and community engagement process to identify gaps and deficiencies. This assessment will lead to development of priority focus areas centered on safety and equity, and multimodal infrastructure projects prioritized based on the goals that will be developed to guide the Plan. This comprehensive project list will be supplemented by a Complete Streets design guideline manual, supporting programs, funding options, and concept designs for the highest priority projects. The final product of the project is anticipated to be a plan ready for implementation that is reflective of the community's vision.

- **Sustainable Transit Oriented Development Master Plan (\$265,590)**

Applicant: City of San Pablo

Description: The City of San Pablo Sustainable Transit Oriented Development (TOD) Master Plan will support regional housing and local/statewide greenhouse-gas reduction goals by creating a strategy and guiding policies for future TOD in San Pablo. A citywide TOD priority area will be created

based on analysis of citywide affordable and multi-unit housing, housing opportunity zones identified by the sixth cycle Regional Housing Needs Assessment-mandated Housing Element update, and existing and proposed bus routes, and bicycle facilities. The plan will create and implement a community engagement plan—with a range of bilingual outreach components—in order to develop the priority area and a community TOD vision, including concept designs for areas near transit. Recommended policies and strategies for TOD implementation will focus on reducing parking demand, ensuring transportation resilience in the face of climate risks (e.g., annual flooding), incorporating statewide legislative changes, and leveraging funding opportunities and regional partnerships.

- **North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study** (\$356,163)

Applicant: County of San Mateo

Description: This Study focuses on overcoming barriers to active transportation in the disadvantaged community of North Fair Oaks by: (1) Assessing the viability of alternative locations and designs for a new bicycle and pedestrian grade-separated rail crossing of the Caltrain Corridor, and (2) Identifying specific bicycle and pedestrian enhancements linking the crossing site to key destinations within the neighborhoods on both sides bifurcated by the tracks. An interdisciplinary group of key stakeholders from public agencies, local community-based organizations, businesses and residents will collaborate to achieve key deliverables including: the community engagement plan, existing conditions/community needs analysis, alternatives development, evaluation criteria to identify preferred alternative, and draft and final studies. This Study will build upon high-level recommendations from the adopted 2011 North Fair Oaks Community Plan and the 2021 Unincorporated San Mateo County Active Transportation Plan for a new rail crossing, bicycle boulevards and pedestrian improvements in the Study area.

- **Network Management -Planning for Implementation** (\$500,000)

Estimated Completion Date: June 30, 2024

Applicant: Metropolitan Transportation Commission

Description: The A robust transit system and strong transit ridership are essential to realize California's emission reduction targets. With 27 transit operators serving the region, inconsistent fares, wayfinding, and schedules make using transit challenging, especially for transit dependent riders. A regional Network Management approach is proposed to better coordinate transit and the customer experience for the benefit of riders. In collaboration with Blue Ribbon Transit Recovery Task Force (BRTF) stakeholders, MTC

proposes to further develop the Network Management recommendations contained in the BRTF's Transformation Action Plan. This proposed plan will confirm the Network Management roles, refine the Network Management structure, and provide implementation recommendations, including cost ranges. The BRTF (comprised of local elected officials, representatives from the state Senate and Assembly, the California State Transportation Agency, transit operators, business and labor groups, and transit and social justice advocates) is anticipated to adopt a Transit Transformation Action Plan.

- **Active Communities Plan (\$600,000)**

Applicant: San Francisco Municipal Transportation Agency (SFMTA)

Sub Applicants: PODER; Tenderloin Community Benefit District; San Francisco Bicycle Coalition; Bayview Hunters Point Community Advocates; SoMa Filipinas

Description: The San Francisco Active Communities Plan (Plan) is a 2.5-year citywide equity-driven planning process to create the City's first comprehensive bike plan in 12 years. The scope of work was co-developed with our sub-applicant community partners to highlight San Francisco's most disadvantaged neighborhoods within a citywide effort. The Plan will formalize the use of new tools like Quick-Build projects, personal mobility devices, and COVID-response Slow Streets. In addition to broad citywide engagement, the Plan will co-build outreach with our sub-applicant partners to explore cultural, policy-based, and programmatic barriers to bicycling, including funding, access, safety, policing, gentrification, anti-blackness, racism, representation, and cultural barriers. The Plan will result in bike network infrastructure investment, programmatic/policy reforms, and revised design/policy guidelines to capture the full range of mobility devices that can be expected to legally use bike facilities.

- **VTA Transit-Oriented Development Access Study (\$583,130)**

Applicant: Santa Clara Valley Transportation Authority (VTA)

Description: The VTA will prepare a Transit-Oriented Development (TOD) Access Study that identifies multimodal access needs and improvements at six high-priority sites for TOD in San Jose and Gilroy: Capitol Station, Branham Station, Berryessa BART, future BART stations at 28th Street and Downtown San José, and Gilroy Transit Center. These TOD sites will undergo major development and intensification with the coming of BART service to San José, Caltrain service enhancements, and future high-speed rail in Gilroy. Four TOD sites have been identified for affordable housing projects, which could generate approximately 550 affordable housing units. VTA will lead the Project with Cities of San José and Gilroy, County of Santa Clara, BART, Caltrain, Caltrans and Community-Based Organizations as key stakeholders.

We will conduct robust outreach that empowers each community to identify multimodal access opportunities. The Project will result in a prioritized list of improvements that increases accessibility and connectivity to the TOD sites.

- **Climate Action and Adaptation Plan** (\$434,682)

Applicant: Santa Clara Valley Transportation Authority (VTA)

Description: The Project will prepare a Climate Action and Adaptation Plan (CAAP) that identifies specific actions VTA could take to minimize contributions to climate change, as well as to adapt and build resilience to long-term climate impacts. The CAAP will consist of three major deliverables. First, it will identify risks to transportation assets due to sea level rise, wildfire, extreme heat, and other climate change impacts, and ways to protect those assets for the public good. Second, it will identify actions to reduce VTA's contribution to climate change to meet State greenhouse gas (GHG) reduction goals. Lastly, it will identify actions VTA could take as Santa Clara County's Congestion Management Agency (CMA), in collaboration with others, to reduce countywide emissions from transportation. The Project will engage agencies and community stakeholders, particularly those who depend on transit and disproportionately bear the burden of impacts.

FY 2022/2023 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: February 28, 2025 (RGAs), except where noted

- **Oakland-Alameda Estuary Adaptation Project** (\$425,000)

Applicant: City of Alameda

Sub Applicants: City of Oakland – Planning and Building Division, Committee to House the Bay Area, and East Oakland Collective

Description: The purpose of this project is to develop a concept in coordination with community members, stakeholders and the City Councils of Oakland and Alameda to protect both the downtown Oakland shoreline and the northern shoreline of Alameda's Marina Village area - including the Posey/Webster Tubes, which is Caltrans State Route 260 property, and the San Francisco Bay Trail - from expected sea level rise and to reduce the impacts of flooding. This project will serve as a proof of concept for multi-jurisdictional adaptation planning with community-based organizations for other estuary and San Leandro Bay area locations. The project will ensure long-term use of this multi-modal transportation system including the Caltrans' tubes, State Route 260, the San Francisco Bay Trail and the adjacent areas for these two diverse communities including disadvantaged populations in both west Alameda and Oakland Chinatown/Downtown Oakland.

- Comprehensive Shuttle Program Evaluation**(\$153,00)
Applicant: City of Menlo Park
Description: The aim of the Menlo Park Shuttle Assessment is to determine how the City of Menlo Park's shuttle system can be reconfigured, enhanced, or augmented to better serve the needs of the Belle Haven neighborhood, which is a disadvantaged community, and to serve substantial new growth in the adjacent Bayfront Area residential and employment district. The Project is needed to help us enhance mobility as we are faced with competing demands and limited resources. More shuttle service is also needed to serve the development in the Bayfront Area, which contributes to a healthy regional jobs-housing balance and provides needed affordable housing. With our initial outreach, eleven community organizations will support the Project by hosting in-person sessions, paper and online surveys, and newsletters. Project tasks include travel analysis, efficiency review, service alternatives, development fee assessment, funding and partnerships, and plan development.
- North San Jose Multimodal Transportation Improvement Plan** (\$409,451)
Applicant: City of San Jose
Description: The North San Jose Multimodal Transportation Improvement Plan (NSJ MTIP) will be a community-based plan for quick-build, near and long-term transportation improvements to be implemented in NSJ. This plan will identify a list of transportation programs and policies that promote and incentivize sustainable travel for people who live, work, and enjoy NSJ. The NSJ MTIP will capitalize on the recent retirement of an NSJ area planning document, "The North San Jose Area Development Policy". The former plan's focus on automobile improvements no longer aligns with City, regional, and states transportation goals. Per the Metropolitan Transportation Commission's Plan Bay Area 2050, NSJ is a Priority Development Area supporting the "focused growth" strategy to encourage infill development, job growth, and affordable housing near transit corridors. NSJ is expected to see the largest amount of housing growth in the City with 97,000 new jobs and 32,000 new housing units. The plan will positively impact mode shift and reduce vehicle miles traveled and greenhouse gas emissions.
- San Jose Decision Support System** (\$265,000)
Applicant: City of San Jose
Description: San Jose's Decision Support System (DSS) will provide the City with an integrated set of tools to manage and store projects and data, assess and monitor Key Performance Indicators (KPIs), and visualize the outputs for these KPIs using graphs and mapping. The DSS will enable the City to define, evaluate, and prioritize projects based on the envisaged impact

on KPIs. Three main deliverables will be 1) DSS Potential Impact Assessment Model, to assess how potential completion of project(s) might affect relevant KPIs and thus contribute to the identified goal; 2) DSS Effective Impact Assessment Model, to quantify the real impact of projects by comparing the effective KPI changes before and after each project's implementation; and 3) DSS Public Interface, to increase transparency and accountability.

- **Improvements to Bike and Pedestrian Access at Sunnyvale Caltrain Station** (\$383,423)

Applicant: City of Sunnyvale

Description: The Study will identify bicycle and pedestrian access improvements in the vicinity of the Sunnyvale Caltrain Station. The improvements will include signage, bicycle and pedestrian access paths and curb ramps, and bicycle amenities such as bike lockers. The Study will also identify possible public art displays and green infrastructure opportunities. The improvements will be developed through public outreach input from stakeholders that include underrepresented communities. The City will be consulting a Stakeholder Advisory Committee and Technical Advisory Committee. The City will have ongoing Community and Stakeholder Meetings throughout the project. The key stakeholders for this project will include local agencies and community groups (see Scope of work for a detailed list of agencies, stakeholders and community groups). The final deliverable will be a Final Study that summarizes the recommended improvements and a plan with conceptual improvements, funding and implementation recommendations, and data analysis that was used to develop the final design recommendations

- **Development of Vehicle Miles Traveled/Greenhouse Gas (VMT/GHG) Model Mitigation Program** (\$531,180)

Applicant: City/County Association of Governments of San Mateo County (C/CAG)

Description: This project will establish tools for a CEQA compliant VMT/GHG Model Mitigation Program for use by C/CAG for regional transportation projects and, potentially, other countywide VMT/GHG mitigation projects that other lead agencies could invest in. The major deliverables will include: an overview of the statutory and administrative framework for VMT/GHG mitigation programs; a technical analysis of VMT/GHG-reducing projects; a nexus between the costs and the VMT/GHG reduction; equity recommendations to maximize benefit to disadvantaged communities in San Mateo County; and templates that San Mateo County lead agencies will use for the adoption of a VMT/GHG Mitigation Program. The goal is to produce

analysis and documents that are defensible, actionable, scalable, and replicable.

- **SFMTA Muni Metro Modernization Planning Study** (\$500,000)
Estimated Completion Date: June 30, 2025
Applicant: Metropolitan Transportation Commission
Sub Applicants: City and County of San Francisco; San Francisco Municipal Transportation Agency (SMFTA)
Description: The Muni Metro Modernization Planning Study (Study) will identify infrastructure projects that provide critical capacity and reliability improvements for San Francisco's Muni Metro light-rail network. The outcome of the Study will be a package of projects to pursue that would be competitive for a Federal Transit Administration Core Capacity Grant, which could provide hundreds of millions of dollars to fund construction of identified projects. The Study's focus on improving transit capacity directly supports the California Transportation Plan recommendation to improve transit, rail, and shared mobility options. Study deliverables will include memos addressing: strategy identification and research, strategy capacity evaluation, feasible initial investments by corridor, a funding and implementation strategy, and summary of outreach activities
- **Brotherhood Active Transportation and Open Space Plan** (\$641,812)
Applicant: San Francisco Transportation Authority
Description: This community driven planning process will develop concepts and conceptual designs for active transportation improvements that connect new recreational opportunities and housing near Lake Merced to the City's core active transportation network and nearby regional transit. The study will also engage community stakeholders to consider road realignment options which could create an opportunity for the creative re-use of up to 7 acres of land within an equity priority community with a documented deficiency of neighborhood open space. This study will coordinate and advance recommendations from existing plans including the San Francisco Bicycle Plan, Bay Area Regional Transit Station Access Plans, and the San Francisco Planning Department's Green Connections Network. The study aligns with needs, goals, and community feedback heard through ConnectSF, San Francisco's long range planning process and will help implement San Francisco's Vision Zero road safety policy as well as the adopted regional strategy in Plan Bay Area 2050 to create healthy and safe streets.

- Equitable Vehicle Miles Traveled (VMT) Mitigation Program for Santa Clara Count** (\$562,697)
Applicant: Santa Clara Valley Transportation Authority (VTA)
Description: Community members will help identify a range of potential VMT-reducing measures, determine a framework to enhance equity through the program, and help inform the program structure and administration. The project will include a review of existing best practices to ensure the program is built upon the latest efforts around the State, and an implementation plan to identify key actions, roles, and timing of next steps. VTA will work closely with its 16 local jurisdictions, Community-Based Organizations, State and regional agencies, and other stakeholders throughout and beyond the project duration. The team will conduct extensive engagement including in-person, virtual, and multi-lingual events to receive input from stakeholders and a diverse population, including disadvantaged communities. This project helps implement Senate Bill 743, California Transportation Plan 2050, Plan Bay Area 2050, Valley Transportation Plan 2040, and local goals for housing production, sustainable development, and climate protection.
- Countywide Active Transportation Plan for Sonoma County** (\$525,000)
Applicant: Sonoma County Transportation Authority (SCTA)
Description: The Countywide Plan will guide and prioritize expenditure of an estimated \$3.1M in annual revenues dedicated to bicycle and pedestrian facilities through Go Sonoma Act, plus other sources under the purview of SCTA. This project includes full updates to six jurisdiction-level plans, which will be included under the umbrella of the Countywide Plan and exist as stand-alone plans. Priorities will be developed through countywide engagement, ensuring inclusion of disadvantaged communities. SCTA will engage all jurisdictions within Sonoma County and other relevant community-based/non-governmental organizations in development of the Plan. The Plan will help advance and be consistent with regional and statewide plans including Sonoma Vision Zero Plan, Sonoma Climate Mobilization Strategy, Shift Sonoma County, Son. Travel Behavior Study, Comprehensive Transportation Plan, the Metropolitan Transportation Commission's Active Transportation Plan, Regional Trail Network, Great Redwood Trail, Caltrans District 4 Bike and Pedestrian plans, Caltrans 2020-2024 Strategic Plan, California Transportation Plan, and Climate Action Plan for Transportation Infrastructure.
- Richmond Parkway Environmental Justice and Regional Mobility Study** (\$562,650)
Applicant: Western Contra Costa Technical Advisory Committee

Sub Applicants: Contra Costa County - Conservation and Development Department and City of Richmond - Public Works Department

Description: Richmond Parkway is a major arterial linking Interstate-80 and Interstate-580 (Richmond-San Rafael Bridge), a major goods movement (truck and rail) and commuter corridor, a critical segment of the San Francisco Bay Trail and includes the Richmond Parkway Transit Center at its north end. This plan will continue and expand the prior community-focused process to evaluate and make recommendations via a health equity lens for improving bicycle and pedestrian infrastructure, transportation safety, transit access, public health, and air quality. The plan will develop strategies for minimizing negative impacts of speeding, collisions, neighborhood cut-through truck traffic and localized pollution. The plan will include a Parkway Strategies Toolkit, Evaluation Matrix and project list. The projects implemented because of this plan further the goals and priorities of the California Transportation Plan 2050, Caltrans District 4's Pedestrian and Bicycle Plans, and the region's Plan Bay Area 2050.

FEDERAL TRANSIT ADMINISTRATION TRANSIT ORIENTED DEVELOPMENT GRANT

ESTIMATED COMPLETION DATE: July 30, 2026

- **San Francisco Railyards Transit Oriented Communities Implementation Strategy** (\$650,000)

Applicant: Peninsula Corridor Joint Powers Board (partnership with San Francisco)

Description: Develop a Transit Oriented Communities (TOC) Strategy aimed to combat barriers such as access housing, transit, and opportunities for historically disadvantaged populations and focus on how TOC can be advanced in conjunction with other transit projects; develop cohesive neighborhood planning and needed public realm improvements; and identify key implementation strategies and funding sources needed to realize the TOC vision.

APPENDIX B — STBG FUNDED PROJECTS

County Transportation Agencies and Regional Agencies: Planning and Programming

FY 2022/23 – 2025/26

BACKGROUND

MTC is responsible for preparing and updating a long-range regional transportation plan every four years that identifies the strategies and investments needed to maintain, manage and improve the region's transportation network. In developing and implementing the plan, federal regulations provide MTC flexibility in programming certain federal funds across different transportation modes, and require cooperative planning, the establishment of priorities across modes, and consideration of factors such as the coordination of transportation with land use plans in planning and programming decisions.

Plan Bay Area 2050, the Regional Transportation Plan/Sustainable Communities Strategy, provides a roadmap for accommodating projected household and employment growth in the nine-county Bay Area by 2050 as well as a transportation investment strategy for the region. Plan Bay Area 2050 details how the Bay Area can make progress toward the region's long-range transportation and land use goals.

MTC partners with County Transportation Agencies (CTAs), which are county-level organizations that aid in regional congestion management and transportation planning processes, to meet federal transportation planning requirements.

PROJECT DESCRIPTION

County Transportation Agencies

Funding is conditioned on the CTA working cooperatively with MTC and the other regional agencies comprising the Bay Area Regional Collaborative (BARC) to implement our respective work programs.

Key objectives are for the CTAs to use this funding to:

- To implement the One Bay Area Grant (OBAG) program, inclusive of OBAG 2 and OBAG 3, as per MTC Resolutions 4202 and 4505;
- To support successful project monitoring and delivery for all transportation projects and programs included in the Transportation Improvement Program (TIP);
- To support jurisdictions within the county to meet post-programming federal requirements, including meeting award deadlines, timely invoicing, minimizing and responding to inactive obligations, and timely project close-out
- To assist in the development of the Transportation Improvement Program/State Transportation Improvement Program and the Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS) (commonly referred to as "Plan Bay Area") through countywide planning efforts;
- To establish and document a land use and travel forecasting process and set of procedures that are consistent with those of the Association of Bay Area Governments (ABAG) and MTC or develop and document appropriate alternative analytical approaches in cooperation with MTC;

- To support the implementation of regional policies and plans, including the Transit-Oriented Communities Policy (MTC Resolution 4530), Complete Streets Policy (MTC Resolution 4493), Regional Safety/Vision Zero (VZ) Policy (MTC Resolution 4400), Bay Area Coordinated Public Transit-Human Services Plan (Coordinated Plan), Bay Area Transit Transformation Action Plan, and the implementation actions in the Plan Bay Area 2050 Implementation Plan;
- To support other regional planning and programming efforts, including the Community-Based Transportation Planning (CBTP) Program, Lifeline Transportation Program (LTP) or its successor program, Priority Development Area (PDA) Planning Grant Program, and adaptation planning programs including the development of Resilience Improvement Plan(s) for transportation assets; and
- To engage in public outreach and engagement as detailed in the most recent MTC Public Participation Plan.

BUDGET

This effort involves the development of specific funding agreements to provide planning funds based on the generalized work scopes included in the OWP.

Regional Total for CTA Planning and Programming Funding Agreements Total FY 2022-23 through FY 2025-26

Funding by Agency

County	Agency	Base Planning	Supplemental	CBTPs	Local Road Safety Planning	Total
Alameda	ACTC	\$4,905,000	\$2,600,000	\$600,000		\$8,105,000
Contra Costa	CCTA	\$4,087,000	-	\$450,000	\$630,000	\$5,167,000
Marin	TAM	\$3,446,000	\$400,000	\$150,000		\$3,996,000
Napa	NVTA	\$3,446,000	-	\$150,000	\$250,000	\$3,846,000
San Francisco	SFCTA	\$3,624,000	\$2,200,000	\$370,000		\$6,194,000
San Mateo	SMCCAG	\$3,450,000	\$2,300,000	\$245,000	\$400,000	\$6,395,000
Santa Clara	VTA	\$5,307,000	\$4,693,000	\$600,000		\$10,600,000
Solano	STA	\$3,446,000	\$4,044,000	\$190,000		\$7,680,000
Sonoma	SCTA	\$3,446,000	\$2,229,000	\$245,000		\$5,920,000
CTAs	Total:	\$35,157,000	\$18,466,000	\$3,000,000	\$1,280,000	\$57,903,000

Note: Funding levels may change based on programming revisions and subsequent agreement amendments.

CTA Task Deliverables* & Actions	Schedule**
Monitor and report on project sponsors completion of adopted OBAG program requirements within county	<u>Annually</u> , and as required by the respective program resolutions

CTA Task Deliverables* & Actions	Schedule**
Prepare and submit list of FHWA federal-aid projects for inclusion in the annual obligation plan development and annual obligation plan update	<u>Two times per year</u>
Monitor and report on delivery status of FHWA federal-aid local projects within county	<u>Quarterly</u> , and as needed
Monitor and report on post-programming status of FHWA federal-aid local projects within county	<u>Quarterly</u> , and as needed
Prepare and submit countywide transportation priorities consistent with regional long-range vision and guidance	<u>As Needed</u>
Provide project information, such as design concept, scope, cost and schedule, for regionally significant projects	<u>Every other year</u> , and as needed
Submit CMP Modeling Consistency Checklist	<u>Every other year</u>
Submit model documentation or other model consistency deliverables	<u>As Needed</u>
Data share of travel model inputs, including baseline and future networks	<u>Annually</u> , and as needed
Submit complete streets checklist for any project applying for regional discretionary funds or grant endorsements; and facilitating timely review of checklists prior to the CTA Board taking an action on the project	<u>Ongoing</u>
Submit status reports on implementation status of projects and programs identified through the CBTP program. List information on fund sources, lead, agency, and timeline for implementation.	<u>Every other year</u>
For the CBTP program, update the assessment of needs, solutions and list of projects/programs for historically underserved communities in the county, including in EPCs identified in 2020.	<u>Ongoing</u>

* Potential deliverables may include checklists, status reports, invoices, lists of projects, adopted plans, etc.

** Task start dates will begin immediately following project authorization, currently estimated for July 2022. All tasks will end on or before the Estimated Phase Completion Date of September 30, 2028.

APPENDIX C — STATE AND FEDERALLY FUNDED COMPETITIVE GRANT PROJECTS

Caltrans Adaptation Planning Grant Program

FY 2021/2022 ADAPTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: March 30, 2024 (RGAs), except where noted

- **Climate Action and Adaptation (\$434,682)**

Applicant: Santa Clara Valley Transportation Authority (VTA)

Description: The Project will prepare a Climate Action and Adaptation Plan (CAAP) that identifies specific actions VTA could take to minimize contributions to climate change, as well as to adapt and build resilience to long-term climate impacts. The CAAP will consist of three major deliverables. First, it will identify risks to transportation assets due to sea level rise, wildfire, extreme heat, and other climate change impacts, and ways to protect those assets for the public good. Second, it will identify actions to reduce VTA's contribution to climate change to meet State greenhouse gas (GHG) reduction goals. Lastly, it will identify actions VTA could take as Santa Clara County's Congestion Management Agency (CMA), in collaboration with others, to reduce countywide emissions from transportation. The Project will engage agencies and community stakeholders, particularly those who depend on transit and disproportionately bear the burden of impacts.

FY 2022/2023 ADAPTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: February 28, 2025 (RGAs), except where noted

- **Oakland-Alameda Estuary Adaptation Project (\$425,000)**

Applicant: City of Alameda

Sub Applicants: City of Oakland – Planning and Building Division, Committee to House the Bay Area, and East Oakland Collective

Description: The purpose of this project is to develop a concept in coordination with community members, stakeholders and the City Councils of Oakland and Alameda to protect both the downtown Oakland shoreline and the northern shoreline of Alameda's Marina Village area - including the Posey/Webster Tubes, which is Caltrans State Route 260 property, and the San Francisco Bay Trail - from expected sea level rise and to reduce the impacts of flooding. This project will serve as a proof of concept for multi-jurisdictional adaptation planning with community-based organizations for other estuary and San Leandro Bay area locations. The project will ensure long-term use of this multi-modal transportation system including the Caltrans' tubes, State Route 260, the San Francisco Bay Trail and the adjacent areas for these two diverse communities including disadvantaged populations in both west Alameda and Oakland Chinatown/Downtown Oakland.



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

**Metropolitan Transportation Commission
Association of Bay Area Governments**

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0366 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 2/29/2024 **In control:** Programming and Allocations Committee
On agenda: 4/10/2024 **Final action:**
Title: Transit Capital Priorities (TCP):
i. MTC Resolution Nos. 4444, Revised, 4169, Revised, 4272, Revised, 4456, Revised, 4510, Revised, and 4513, Revised.
ii. Transit Capital Priorities Policy and Program Revisions FYs 2016-17 through- 2019-20, FY 2020-21, and FYs 2021-22 -through 2023-24.

Sponsors:

Indexes:

Code sections:

Attachments: [8e 24-0366 Summary Sheet TCP Update to Commission.pdf](#)
[8e 24-0366 MTC Resolution No 4510 Revised updated.pdf](#)
[8e 24-0366 PAC Summary Sheet TCP Update.pdf](#)
[8e 24-0366 Attachment A TCP Policy Program Detail.pdf](#)
[8e 24-0366 MTC Resolution 4169 Revised.pdf](#)
[8e 24-0366 MTC Resolution 4272 Revised.pdf](#)
[8e 24-0366 MTC Resolution 4444 Revised.pdf](#)
[8e 24-0366 MTC Resolution 4456 Revised.pdf](#)
[8e 24-0366 MTC Resolution 4510 Revised.pdf](#)
[8e 24-0366 MTC Resolution 4513 Revised.pdf](#)
[2c 24-0366 Summary Sheet TCP Update.pdf](#)
[2c 24-0366 Attachment A TCP Policy Program Detail.pdf](#)
[2c 24-0366 MTC Resolution No 4169 Revised.pdf](#)
[2c 24-0366 MTC Resolution No 4272 Revised.pdf](#)
[2c 24-0366 MTC Resolution No 4444 Revised.pdf](#)
[2c 24-0366 MTC Resolution No 4456 Revised.pdf](#)
[2c 24-0366 MTC Resolution No 4510 Revised.pdf](#)
[2c 24-0366 1MTC Resolution No 4513 Revised.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Transit Capital Priorities (TCP):
i. MTC Resolution Nos. 4444, Revised, 4169, Revised, 4272, Revised, 4456, Revised, 4510, Revised, and 4513, Revised.
ii. Transit Capital Priorities Policy and Program Revisions FYs 2016-17 through- 2019-20, FY 2020-21, and FYs 2021-22 -through 2023-24.

Presenter:

Margaret Doyle

Recommended Action:

Commission Approval

Attachments: List any attachments.

Metropolitan Transportation Commission

April 24, 2024

Agenda Item 8e - 24-0366

**MTC Resolution Nos. 4444, Revised, 4169, Revised, 4272, Revised, 4456, Revised, 4510, Revised, and 4513, Revised.
Transit Capital Priorities Policy and Program Revisions FYs 2016-17 through 2019-20, FY 2020-21, and FYs 2021-22 through 2023-24**

Subject:

Update of the Transit Capital Priorities (TCP) FY 2023-24 programming to reflect actual Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus and Bus Facilities apportionments. Of the resolutions included in the April Programming and Allocations Committee (PAC) item, today's update only affects MTC Resolution No. 4510, Revised.

Background:

Staff are proposing to make updates to the FY 2023-24 programming of Federal Transit Administration (FTA) Sections 5307, 5337, and 5339 funds in MTC Resolution No. 4510, referred by PAC at its April 10th meeting, to align with final apportionments that were released by FTA after posting of the PAC materials. This update is needed in order to put these funds in the regional Transportation Improvement Program (TIP) April administrative modification allowing project sponsors to apply for FTA grants this fiscal year in time.

Proposed changes to MTC Resolutions Nos. 4444, Revised, 4169, Revised, 4272, Revised, 4456, Revised, and 4513, Revised, and discussion thereof in the April PAC item, remain unchanged.

Programming Changes

Minor adjustments are required to reflect actual apportionments. The changes between projected apportionments and programming, as presented at April PAC, and the actual apportionments and proposed programming at April Commission, are shown below. The overall total programming increases by \$0.7 million, reflecting the programming that is based on exact apportionment amounts (e.g. ADA set-aside, 10% of the Section 5307 amount for each urbanized area, or UZA). There are no major changes to programming totals for individual projects or across the full TCP program.

Partial apportionments issued by FTA in February 2024 were assumed to be based on five months' worth of FTA formula funding – approximately 41.7% of the annual total. However, nationwide, the Section 5307 partial apportionments reflected 40.4% of full funding, resulting in a \$9.5 million increase in final apportionments relative to projections; nationwide Section 5337 partial apportionments reflected 49.5% of full funding, meaning projections were short by \$62.2 million. By shifting programming of approximately \$40 million from the Section 5337 program to the Section 5307 program and making use of previously unprogrammed balances, individual projects are able to be kept whole. To make up for the reduction in Section 5337 funds, some funding amounts shift from Section 5337 to Section 5307 for programming to SFMTA Light Rail Vehicles, BART Train Control Renovation, and BART Fare Collection Equipment; all projects are eligible under both funding types. Additionally, previously unprogrammed balances under Section 5307 in Concord-Walnut Creek and Antioch UZAs are programmed toward the two BART projects above.

	Section 5307 Urbanized Area	Section 5337 State of Good Repair	Section 5339 Buses and Bus Facilities	Total
Projected Apportionments (PAC)	314.72	393.52	15.27	723.52
Actual Apportionments (Commission)	324.24	331.34	15.33	670.91
<i>Delta</i>	<i>9.53</i>	<i>(62.19)</i>	<i>0.06</i>	<i>(52.60)</i>
Projected Programming (PAC)	257.40	386.93	14.05	658.39
Proposed Programming (Commission)	298.89	346.26	13.92	659.08
<i>Delta</i>	<i>41.49</i>	<i>(40.67)</i>	<i>(0.13)*</i>	<i>0.70</i>

**Programmed amount goes down due to programming being equal to UZA apportionments. 5339 went up overall, but unevenly across UZAs; the 5339 increase is reflected in unprogrammed balances and not programmed amounts.*

Next Steps

Following continued discussion with transit operators, other amendments to the FY 2023-24 program will be brought to the Commission for consideration as appropriate. Programming updates will also be brought forth for the Section 5339 funding for small urbanized areas, as final apportionments will be published by Caltrans.

Concurrent with Commission approval of the TCP program, staff will include projects and funding in the April administrative modification to the regional Transportation Improvement Program (TIP) as applicable.

Issues:

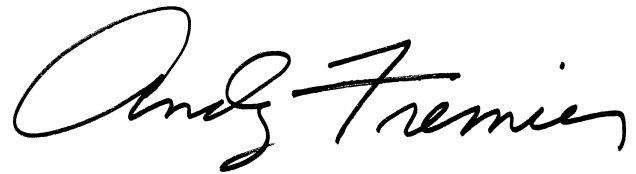
None.

Recommendation:

Staff recommends approval of MTC Resolutions 4444, Revised, 4169, Revised, 4513, Revised, 4272, Revised, 4456, Revised, and 4510, Revised. Staff will return to the Programming and Allocations Committee in the coming months for any additional programming.

Attachments:

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

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: March 23, 2022
W.I.: 1512
Referred By: PAC
Revised: 05/25/22-C 09/28/22-C
03/22/23-C 04/26/23-C
06/28/23-C 09/27/23-C
12/20/23-C 03/27/24-C
04/24/24-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.

ABSTRACT

MTC Resolution No. 4510

Page 2

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

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

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

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.

Attachments A through D of this resolution were revised on April 24, 2024, 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 projected final FTA apportionments in FY 2023-24.

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, March 13, 2024, and April 10, 2024, and the Commission summary sheet dated April 24, 2024.

Date: March 23, 2022
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4510

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on December 13, 2023.

Date: March 23, 2022
W.I.: 1512
Referred by: PAC
Revised: 05/25/22-C
09/28/22-C
03/22/23-C
04/26/23-C
06/28/23-C
09/27/23-C
12/20/23-C
04/24/24-C

Attachment A
Resolution No. 4510
Page 1 of 2

FY 2021-22 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
Actual Apportionments			652,980,135	309,591,917	329,005,589	14,382,629
Previous Year Carryover			6,639,972	6,030,356	-	609,616
Funds Available for Programming			659,620,107	315,622,273	329,005,589	14,992,245
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
Lifeline Set-Aside						
TBD	TBD - Lifeline	TBD - Reserved for future programming	-	-	-	-
ADA Operating Set-Aside						
VAR210003	AC Transit	ADA Paratransit Assistance	6,729,308	6,729,308	-	-
VAR210003	BART	ADA Paratransit Capital Accessibility Improvements	3,381,044	3,381,044	-	-
VAR210003	CCCTA	ADA Paratransit Assistance	1,823,750	1,823,750	-	-
VAR210003	ECCTA	ADA Operating Assistance	852,076	852,076	-	-
VAR210003	LAVTA	ADA Paratransit Operating Subsidy	546,984	546,984	-	-
VAR210003	MCTD	ADA Paratransit Assistance	1,039,640	1,039,640	-	-
VAR210003	Napa Vine	ADA Operating Assistance	442,601	442,601	-	-
VAR210003	Petaluma	ADA Set-Aside	103,359	103,359	-	-
VAR210003	SamTrans	ADA Paratransit Operating Subsidy	2,589,649	2,589,649	-	-
VAR210003	Santa Rosa	ADA Operating Assistance	313,314	313,314	-	-
VAR210003	SFMTA	ADA Paratransit Operating Support	5,330,519	5,330,519	-	-
VAR210003	SolTrans	ADA Paratransit Operating Subsidy	475,285	475,285	-	-
VAR210003	Union City	ADA Set-Aside	189,025	189,025	-	-
VAR210003	VTA	ADA Operating Set-Aside	5,224,040	5,224,040	-	-
VAR210003	Westcat	ADA Paratransit Operating Subsidy	359,148	359,148	-	-
Total Program Set-asides and Commitments			29,399,742	29,399,742	-	-
Funds Available for Capital Programming			630,220,365	286,222,531	329,005,589	14,992,245
Capital Projects						
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,634,374	1,634,374	-	-
NEW	AC Transit	Replace (23) 40ft Urban Buses - Diesel	8,223,620	1,236,471	-	6,987,149
NEW	AC Transit	Construction of Hydrogen Fueling Infrastructure	5,557,743	5,557,743	-	-
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,896,860	-	1,896,860	-
NEW	ACE	ACE Railcar Replacement	3,200,000	-	3,200,000	-
ALA210008	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-
ALA090065	BART	Fare Collection Equipment	9,562,740	-	9,562,740	-
ALA190014	BART	Elevator Renovation Program	7,000,000	-	7,000,000	-
ALA190014	BART	BART – Elevator Modernization (for Vanpool)	3,021,540	3,021,540	-	-
BRT030004	BART	Train Control Renovation	11,320,000	-	11,320,000	-
BRT030005	BART	Traction Power System Renovation	14,160,000	-	14,160,000	-
BRT97100B	BART	Rail,Way, and Structures Program	19,206,000	-	19,206,000	-
REG090037	BART	Railcar Replacement Program	126,236,167	89,369,064	36,867,103	-
SM-03006B	Caltrain	Systemwide Track Rehabilitation	11,636,470	-	11,636,470	-
SM-050041	Caltrain	Comm. System/Signal Rehab.	2,554,400	-	2,554,400	-
SM-170010	Caltrain	TVM Project	2,080,000	-	2,080,000	-
NEW	CCCTA	Replace 40ft Diesel Buses - Diesel	18,048,000	17,135,568	-	912,432
NEW	CCCTA	Electric Bus Charging Infrastructure	1,478,018	1,478,018	-	-
CC-070092	ECCTA	ECCTA: Transit Bus Replacements	459,737	-	-	459,737
VAR190006	Fairfield	Operating Assistance	3,550,376	3,550,376	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	359,148	359,148	-	-
MRN990017	GGBHTD	Ferry Dredging	6,366,500	-	6,366,500	-
MRN030015	GGBHTD	ZEB Infrastructure Design	1,012,172	1,012,172	-	-
NEW	LAVTA	Replace (4) 40' Buses - Fuel Cell	2,082,357	1,894,450	-	187,907
NEW	LAVTA	Replace (8) 40' Buses - Hybrid	529,207	529,207	-	-
VAR190007	MCTD	MCTD: Revenue Vehicle Rehabilitation	484,000	484,000	-	-
NEW	MCTD	MCTD: Vehicle Replacement - 5 Paratransit Vehicles	412,000	412,000	-	-
NEW	MCTD	ZEB Charging -- Site Prep	693,184	693,184	-	-
VAR190007	MCTD	Preventive Maintenance	40,400	40,400	-	-
NAP170003	Napa Vine	NVTA- Vine Transit Bus Maintenance Facility	225,046	36,437	-	188,609
NAP090005	Napa Vine	NVTA ZEB Bus Procurement	1,447	-	-	1,447
VAR190006	Napa Vine	Napa Vine Operating Assistance	3,416,847	3,416,847	-	-
NEW	Petaluma	Purchase (2) Replacement Fixed Route Buses - 35' BEB	934,843	934,843	-	-
NEW	Petaluma	Purchase (3) Replacement Fixed Route Buses - 40' BEB	619,833	481,449	-	138,384
NEW	SamTrans	Replace 40ft Diesel Buses - Battery	26,616,000	25,805,428	-	810,572
NEW	SamTrans	Replace Paratransit Vehicles	3,845,520	3,845,520	-	-

Date: March 23, 2022
W.I.: 1512
Referred by: PAC
Revised: 05/25/22-C
09/28/22-C
03/22/23-C
04/26/23-C
06/28/23-C
09/27/23-C
12/20/23-C
04/24/24-C

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
NEW	SamTrans	South Base Near-Term Battery Electric Bus (BEB) Charging Infra	2,907,693	2,907,693	-	-
NEW	Santa Rosa	Replace (2) 40' Diesel Buses - Electric	1,774,400	884,693	-	889,707
VAR190006	Santa Rosa	Operating Assistance	1,601,036	1,601,036	-	-
VAR190007	Santa Rosa	Preventive Maintenance	345,274	345,274	-	-
NEW	SFMTA	Facility Development -- Battery Electric Buses	6,312,271	6,312,271	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilita	24,272,000	-	24,272,000	-
SF-090012	SFMTA	Light Rail Vehicle Replacement Procurements	108,635,101	-	108,635,101	-
SF-090035	SFMTA	Paratransit Fleet Replacement Procurements	1,557,360	1,557,360	-	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	17,706,666	17,706,666	-	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	2,293,334	-	2,293,334	-
SF-95037B	SFMTA	Muni Rail Replacement	9,970,560	-	9,970,560	-
SF-970170	SFMTA	Overhead Line Rehabilitation	2,930,000	-	2,930,000	-
SF-99T002	SFMTA	Cable Car Infrastructure	2,483,000	-	2,483,000	-
VAR190007	SMART	Preventive Maintenance	3,963,022	3,963,022	-	-
SOL090034	SoITrans	Bus Replacement Alternative Fuel	2,664,861	2,242,269	-	422,592
SOL090034	SoITrans	SolanoExpress Bus Replacement	310,772	-	-	310,772
VAR190006	SoITrans	Operating Assistance	618,791	618,791	-	-
VAR190007	SoITrans	Preventive Maintenance	1,000,000	1,000,000	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	889,458	686,285	-	203,173
VAR190007	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
NEW	Union City	Electric Vehicle Charging Infrastructure	141,091	141,091	-	-
ALA190029	Union City	Bus Purchases	953,600	953,600	-	-
VAR190006	Vacaville	Operating Assistance	1,300,000	1,300,000	-	-
SOL210004	Vacaville	Electric Bus Fleet	221,978	6,682	-	215,296
NEW	VTA	Hybrid and Electric Bus Replacement 2022	45,598,000	42,337,143	-	3,260,857
SCL050001	VTA	Electric 40' Bus Replacement 2023	2,314	-	-	2,314
NEW	VTA	North 1st Street/Tasman Drive - EB Tack Switch Addition Proj. - T	1,640,000	-	1,640,000	-
NEW	VTA	Network Switch Replacement/Upgrade	3,680,000	-	3,680,000	-
NEW	VTA	Axle Press Replacement	1,736,300	-	1,736,300	-
SCL050002	VTA	Rail Replacement and Rehabilitation	6,876,000	-	6,876,000	-
SCL090044	VTA	OCS Rehab & Replacement Program	13,120,000	-	13,120,000	-
SCL150008	VTA	Track Intrusion Abatement FY22/23	2,227,200	-	2,227,200	-
NEW	Westcat	Revenue Vehicle Replacement	1,641,600	1,641,600	-	-
VAR190007	Westcat	Preventive Maintenance	230,400	230,400	-	-
NEW	WETA	Ferry Vessel Replacement - MV Mare Island	21,157,300	19,958,399	1,198,901	-
REG090054	WETA	Ferry Channel Dredging - Vallejo Ferry Terminal	2,455,920	-	2,455,920	-
REG090057	WETA	Vessel Engine Overhaul - Pyxis Class Vessels	1,810,560	-	1,810,560	-
REG090057	WETA	Waterjet Control System Upgrade - Pyxis Class Vessel	600,000	-	600,000	-
REG090057	WETA	Ferry Mid-Life Refurbishment - MV Gemini	3,590,000	-	3,590,000	-
		Total Capital Projects	603,478,717	272,029,221	316,458,549	14,990,948
		Total Programmed	632,878,459	301,428,963	316,458,549	14,990,948
		Fund Balance	26,741,648	14,193,310	12,547,040	1,297

Date: March 23, 2022
W.I.: 1512
Referred by: PAC
Revised: 05/25/22-C
09/28/22-C
03/22/23-C
04/26/23-C
06/28/23-C
09/27/23-C
12/20/23-C
03/27/24-C
04/24/24-C

Attachment B
Resolution No. 4510
Page 1 of 2

FY 2022-23 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
Projected Apportionments			666,330,759	317,144,789	334,210,853	14,975,117
Previous Year Carryover			39,630,478	14,429,243	25,199,937	1,297
Funds Available for Programming			705,961,237	331,574,032	359,410,790	14,976,414
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
ADA Operating Set-Aside						
VAR210003	AC Transit	ADA Paratransit Assistance	6,872,342	6,872,342	-	-
VAR210003	BART	ADA Paratransit Capital Accessibility Improvements	3,439,303	3,439,303	-	-
VAR210003	CCCTA	ADA Paratransit Assistance	1,839,033	1,839,033	-	-
VAR210003	ECCTA	ADA Operating Assistance	859,178	859,178	-	-
VAR210003	LAVTA	ADA Paratransit Operating Subsidy	552,153	552,153	-	-
VAR210003	MCTD	ADA Paratransit Assistance	1,061,738	1,061,738	-	-
VAR210003	Napa Vine	ADA Operating Assistance	514,749	514,749	-	-
VAR210003	Petaluma	ADA Set-Aside	104,136	104,136	-	-
VAR210003	SamTrans	ADA Paratransit Operating Subsidy	2,644,693	2,644,693	-	-
VAR210003	Santa Rosa	ADA Operating Assistance	319,581	319,581	-	-
VAR210003	SFMTA	ADA Paratransit Operating Support	5,443,822	5,443,822	-	-
VAR210003	SoITrans	ADA Paratransit Operating Subsidy	525,607	525,607	-	-
VAR210003	Union City	ADA Set-Aside	193,043	193,043	-	-
VAR210003	VTA	ADA Operating Set-Aside	5,269,739	5,269,739	-	-
VAR210003	Westcat	ADA Paratransit Operating Subsidy	366,782	366,782	-	-
Total Program Set-asides and Commitments			29,639,117	30,005,899	-	-
Funds Available for Capital Programming			676,322,119	301,568,133	359,410,790	14,976,414
Capital Projects						
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,907,830	1,907,830	-	-
NEW	AC Transit	Replace (23) Articulated 60ft Buses - FCB	27,634,500	19,442,829	-	8,191,671
NEW	AC Transit	Rehabilitate Maintenance Bays for ZEBs	5,557,743	5,557,743	-	-
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,594,000	-	1,594,000	-
ALA210008	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-
ALA090065	BART	Fare Collection Equipment	8,860,685	-	8,860,685	-
ALA190014	BART	Elevator Renovation Program	6,200,000	-	6,200,000	-
ALA190014	BART	BART – Elevator Modernization (for Vanpool)	2,000,000	2,000,000	-	-
BRT030004	BART	Train Control Renovation	12,740,685	-	12,740,685	-
BRT030005	BART	Traction Power System Renovation	12,740,685	-	12,740,685	-
BRT97100B	BART	Rail,Way, and Structures Program	20,706,685	-	20,706,685	-
REG090037	BART	Railcar Replacement Program	128,941,273	49,791,482	79,149,791	-
NEW	Caltrain	Caltrain Replacement Railcars	12,800,000	-	12,800,000	-
SM-03006B	Caltrain	Systemwide Track Rehabilitation	10,729,630	-	10,729,630	-
SM-050041	Caltrain	Comm. System/Signal Rehab.	4,468,240	-	4,468,240	-
NEW	CCCTA	Replace 22' Vehicles	1,440,000	1,440,000	-	-
CC-070092	ECCTA	ECCTA: Transit Bus Replacements	1,039,495	566,671	-	472,824
VAR190006	Fairfield	Operating Assistance	1,653,353	1,653,353	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	1,383,282	366,782	1,016,500	-
MRN990017	GGBHTD	Ferry Dredging	5,350,000	-	5,350,000	-
NEW	GGBHTD	Collision Avoidance System	840,000	840,000	-	-
NEW	GGBHTD	Replacement Ferry -- CARB Compliance	4,000,000	4,000,000	-	-
NEW	LAVTA	AVL	332,429	332,429	-	-
NEW	LAVTA	Fareboxes	205,190	205,190	-	-
NEW	LAVTA	Radios	40,128	40,128	-	-
NEW	LAVTA	Replace (4) 40'Buses - Fuel Cell	1,962,443	830,384	-	1,132,059
NEW	LAVTA	Replace (8) 40' Buses - Hybrid	5,097,393	5,097,393	-	-
NEW	LAVTA	LAVTA Bus Bay Rehabilitation	530,159	530,159	-	-
NEW	MCTD	MCTD: Replace 2 Rural Cutaway vehicles	-	-	-	-
NEW	MCTD	MCTD: Replace 3 Demand Response Cutaways with Vans	-	-	-	-
NEW	MCTD	MCTD: Replace 4 Demand Response Vans	-	-	-	-
NEW	MCTD	MCTD: Replace 7 local 35ft Hybrid Vehicles	4,855,200	4,855,200	-	-
NEW	MCTD	MCTD: Replace one(1) Shuttle Vehicle	-	-	-	-
NEW	MCTD	MCTD: ZEB Charging Site Preparation	693,184	693,184	-	-

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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 - Fuel Cell	40,448,000	40,448,000	-	-
SM-210201	SamTrans	SamTrans South Base BEB Charging Infrastructure	2,907,693	2,907,693	-	-
SON090024	Santa Rosa	Preventive Maintenance	1,040,765	1,040,765	-	-
VAR190006	Santa Rosa	Operating Assistance	1,633,056	1,633,056	-	-
NEW	SFMTA	Facility Development -- Battery Electric Buses	6,312,271	6,312,271	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	30,071,560	-	30,071,560	-
SF-090012	SFMTA	Light Rail Vehicle Replacement Procurements	115,990,381	48,653,399	67,336,982	-
SF-090035	SFMTA	Paratransit Fleet Replacement Procurements	3,087,000	3,087,000	-	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	10,542,385	10,542,385	-	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	11,666,666	-	11,666,666	-
SF-95037B	SFMTA	Muni Rail Replacement	3,837,000	-	3,837,000	-
SF-970170	SFMTA	Overhead Line Rehabilitation	2,500,000	-	2,500,000	-
SF-99T002	SFMTA	Cable Car Infrastructure	3,247,000	-	3,247,000	-
VAR190007	SMART	Preventive Maintenance	3,997,642	3,997,642	-	-
SOL090034	SoTrans	Bus Replacement Alternative Fuel	1,804,739	1,369,352	-	435,387
SOL090034	SoTrans	SolanoExpress Replacement Buses	2,285,202	1,965,021	-	320,181
VAR190006	SoTrans	Operating Assistance	3,520,473	3,520,473	-	-
VAR190007	SoTrans	Preventive Maintenance	1,001,167	1,001,167	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	932,847	724,067	-	208,780
VAR190007	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
VAR190006	Vacaville	Operating Assistance	1,400,000	1,400,000	-	-
NEW	VRTA	Signal Improvements Guadalupe	12,607,300	-	12,607,300	-
NEW	VRTA	North Yard Tire Awning	320,000	-	320,000	-
NEW	VRTA	Facilities Maint. Equipment Program	1,742,100	1,742,100	-	-
NEW	VRTA	Cerone Operations Command and Control Center	2,280,000	-	2,280,000	-
NEW	VRTA	Non-Revenue Vehicle Replacements	1,601,009	1,601,009	-	-
NEW	VRTA	Transit Center Park and Ride and Bus Stop Rehabilitation	1,600,000	1,600,000	-	-
SCL050001	VRTA	Farebox Upgrades & Equipment Purchase	840,446	840,446	-	-
NEW	VRTA	Chaboya Bus Yard Expansion For EVs	4,296,000	4,296,000	-	-
NEW	VRTA	Cerone Bus Yard Expansion for EVs	5,112,500	5,112,500	-	-
NEW	VRTA	NEW Emergency Operations Center	941,600	941,600	-	-
NEW	VRTA	Traction Power Substation Replacement 2023	3,480,000	-	3,480,000	-
SCL050001	VRTA	Electric 40' Bus Replacement 2023	26,889,138	23,525,146	-	3,363,992
SCL050002	VRTA	Rail Replacement and Rehabilitation	12,133,000	-	12,133,000	-
SCL110099	VRTA	Bridge and Structures Repairs FY22/23	192,000	-	192,000	-
SCL150008	VRTA	Track Intrusion Abatement FY22/23	407,000	-	407,000	-
SCL190026	VRTA	HVAC Replacement Project	404,450	-	404,450	-
REG090057	WETA	Ferry Major Component Rehab/Replacement (2022 Program)	4,074,400	-	4,074,400	-
REG090067	WETA	Fixed Guideway Connectors (2022 Program)	1,089,600	-	1,089,600	-
REG090057	WETA	Ferry Mid-Life Refurbishment - MV Pisces	3,697,700	-	3,697,700	-
REG090057	WETA	Vessel Engine Injectors Replacement - MV Dorado	117,100	-	117,100	-
REG090057	WETA	Ferry Major Component Rehabilitation - MV Hydrus and MV Cetus	3,601,600	-	3,601,600	-
REG090057	WETA	Vessel Engine Overhaul - MV Carina and MV Peralta	554,800	-	554,800	-
REG090067	WETA	Vallejo Ferry Terminal Reconfiguration	1,198,900	-	1,198,900	-
Total Capital Projects			636,523,203	280,885,964	341,173,959	14,463,279
Total Programmed			666,162,320	310,891,864	341,173,959	14,463,279
Fund Balance			39,798,917	20,682,169	18,236,831	513,135

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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
Final Apportionments			670,913,760	324,244,489	331,337,398	15,331,873
Previous Year Carryover			39,432,135	20,682,169	18,236,831	513,135
Funds Available for Programming			710,345,895	344,926,658	349,574,229	15,845,008
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
Lifeline Set-Aside						
TBD	TBD - Lifeline	TBD - Reserved for future programming	-	-	-	-
ADA Operating Set-Aside						
VAR210003	AC Transit	ADA Paratransit Assistance	7,395,244	7,395,244	-	-
VAR210003	BART	ADA Paratransit Capital Accessibility Improvements	1,948,854	1,948,854	-	-
VAR210003	CCCTA	ADA Paratransit Assistance	1,590,376	1,590,376	-	-
VAR210003	ECCTA	ADA Operating Assistance	964,796	964,796	-	-
VAR210003	LAVTA	ADA Paratransit Operating Subsidy	637,328	637,328	-	-
VAR210003	MCTD	ADA Paratransit Assistance	1,036,899	1,036,899	-	-
VAR210003	Napa Vine	ADA Operating Assistance	493,345	493,345	-	-
VAR210003	Petaluma	ADA Set-Aside	99,034	99,034	-	-
VAR210003	SamTrans	ADA Paratransit Operating Subsidy	3,736,750	3,736,750	-	-
VAR210003	Santa Rosa	ADA Operating Assistance	325,972	325,972	-	-
VAR210003	SFMTA	ADA Paratransit Operating Support	5,243,189	5,243,189	-	-
VAR210003	SoTrans	ADA Paratransit Operating Subsidy	394,485	394,485	-	-
VAR210003	Union City	ADA Set-Aside	293,462	293,462	-	-
VAR210003	VTA	ADA Operating Set-Aside	6,094,684	6,094,684	-	-
VAR210003	Westcat	ADA Paratransit Operating Subsidy	371,719	371,719	-	-
Total Program Set-asides and Commitments			30,626,137	30,626,137	-	-
Funds Available for Capital Programming			679,719,758	314,300,521	349,574,229	15,845,008
Capital Projects						
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,945,987	1,945,987	-	-
NEW	AC Transit	Replace (23) 40ft Urban Buses - Diesel	141,371	141,371	-	-
NEW	AC Transit	Replace (24) Urban Buses - Diesel	10,548,000	2,088,765	-	8,459,235
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	3,413,933	12,867,799	-
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) 40ft Urban Buses - Diesel	5,625,600	4,940,229	-	685,371
NEW	CCCTA	Replacement Vans	177,600	177,600	-	-
SOL110041	Fairfield	Bus Replacement	330,739	-	-	330,739
VAR190006	Fairfield	Operating Assistance	4,614,942	4,614,942	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	6,380,765	332,590	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	-	12,000,000	-
NEW	LAVTA	LAVTA Atlantis Facility	1,060,318	1,060,318	-	-
NEW	LAVTA	Replace (4) 40'Buses - Fuel Cell	808,960	808,960	-	-
ALA210003	LAVTA	Replace (8) 40' Buses - Hybrid	1,125,120	1,125,120	-	-
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 - Fuel Cell	66,976,000	66,976,000	-	-
SM-210015	SamTrans	Replace Paratransit Vehicles	2,420,471	2,420,471	-	-
SM-210014	SamTrans	Replace 35ft Diesel Buses - Battery	-	-	-	-
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	30,053,162	126,463,693	-
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	3,770,292	3,770,292	-	-
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	782,970	-	194,134
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	3,454,479	-	-	3,454,479
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	-
Total Capital Projects			557,393,915	268,268,829	346,264,051	13,923,223
Total Programmed			659,082,240	298,894,966	346,264,051	13,923,223
Fund Balance			51,263,656	46,031,692	3,310,178	1,921,786

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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, an exception was made to this agreement due to the Santa Rosa UZA 5307 apportionment shrinking, and the three operators agreed to a proportional reduction based on the estimated program. For FY 2023-24, \$2,199,676 is available for Sonoma County Transit, \$3,037,658 for Santa Rosa CityBus, and \$3,770,292 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.
14	ECCTA (Tri-Delta): In September 2019, ECCTA exercised the Cost Effective Bus Procurement element of the TCP Policy on their bus replacement projects, directing 50% of the \$512,543 of FY19 5339 funds to the Oakley Park & Ride Project. The balance of 5339 funds (\$256,271), in addition to \$989,240 of FY18 5339 funds programmed to a fare collection project is being reprogrammed to the same Oakley Park & Ride Project, consistent with the Capital Exchange element of the TCP Policy. In FY 2022-23, ECCTA repays the region by reducing the eligibility of their bus replacement project for TCP funds by the same amount (\$1,245,511).
15	ADA: Operators may use their share of the FTA Section 5307 set-aside for other capital projects if they meet parameters laid out in TCP Policy. In each year of the program, GGBHTD, WETA, and Sonoma County Transit exercise this option.
16	ECCTA (Tri-Delta): ECCTA's share of the ZEB infrastructure set-aside (from the Antioch UZA, \$1,011,876 annually) is deferred two years. A total of \$3,035,628 is set aside for FY 2023-24, programming all three years.
17	Marin: Marin Transit is programmed an additional \$40,400 in FY 2021-22 for preventive maintenance, programming incentive funds from deferred replacement.
18	Blue Ribbon Transit Transformation Plan Funding: In FYs 2022-23 and 2023-24, \$13,789,232 is programmed to the Blue Ribbon Transit Transformation Plan as part of a fund swap between the American Rescue Plan (ARP) funds and the TCP. TCP funds from ACE, Caltrain, and SFMTA were part of the swap. Additional detail can be found in Attachment A to the September 2022 PAC memo.
19	WestCAT: WestCAT's bus reprogramming results in a remaining sum of \$36,800. Since these funds are already in an FTA grant, the difference will be transferred to their preventive maintenance program, and reduced from future WestCAT TCP programming.
20	WETA/BART: WETA had \$9,611,557 in prior-year unobligated FG programming, dating back to FY 2014-15. \$5,164,000 of this was deferred to FY 2019-20, and WETA has been in the process of obligating these funds since 2021. As FY 2019-20 funds were about to expire in September 2023, BART applied the FY 2019-20 balances toward its FY 2022-23 Programming, freeing up funds in FY 2022-23. The FY 2022-23 programming now reflects WETA's original FY 2022-23 program plus the \$5,164,000 deferral.
21	Marin: Marin Transit defers the replacement of 7 paratransit vehicles and 3 30ft rural service vehicles in FY 2022-23 and 5 paratransit vehicles in FY 2023-24. The replacements will be deferred to FY 2024-25. Funds for AVL/Fareboxes, however, were moved forward to FY 2023-24 to take advantage of an existing contract.
22	VTA: VTA is programmed \$15,285,583 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. These are early non-federally-funded replacements.
23	Caltrain: 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, was programmed as part of Caltrain's FY 2023-24 program in March 2024.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

April 10, 2024

Agenda Item 2c - 24-0366

**MTC Resolution Nos. 4444, Revised, 4169, Revised, 4272, Revised, 4456, Revised, 4510, Revised, and 4513, Revised.
Transit Capital Priorities Policy and Program Revisions FYs 2016-17 through 2019-20, FY 2020-21, and FYs 2021-22 through 2023-24**

Subject:

Update of the Transit Capital Priorities (TCP) Process and Criteria, programming of \$15.0 million and reprogramming of \$10.1 million in FTA Formula Revenues, and reprogramming of \$11.1 million in AB 664 and BATA Project Savings bridge toll funding, for FYs 2016-17 through 2019-20, FY 2020-21, and FYs 2021-22 through 2023-24, for transit operator state-of-good-repair.

Background:

This item proposes an update to the TCP Process and Criteria (the Policy), to conform the Policy's ADA funding formula to the Census 2020-induced changes to the Urbanized Areas (UZAs). Additionally, this item proposes updates to the FYs 2016-17 through 2019-20, FY 2020-21, and 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 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. Today's item proposes updated ADA formulas by UZA, based on 2022 National Transit Database data on demand response ridership, demand response operating expenses, and annual overall ridership. This formula determines each eligible paratransit operator's share of the overall 10% 5307 set-aside for ADA paratransit service operating costs. More detail on the formula and the changes can be found in Attachment A.

Interim Bus/Van Pricelist Policy Programming

Per this body's approval of the Interim Bus/Van Pricelist Policy in March 2024, today's item proposes a 20% increase to existing TCP funding to two operators' bus procurements in the FYs 2021-22 through 2023-24 program. LAVTA will receive a \$1.9 million increase toward its FYs 2021-22 and 2022-23 purchase of eight fuel cell electric buses (FCEBs) and four hybrid buses, and County Connection (CCCTA) will receive a \$0.9 million increase for its FY 2023-24 purchase of 10 diesel buses. More detail on funding levels and the interim policy can be found in Attachment A to this memo.

Today's item will also reflect bus technology changes made by AC Transit and SamTrans to their zero-emission transition plans. Both operators had initially intended to purchase battery electric buses (BEBs) as part of their transition, but due to difficulty securing sufficient power to support BEBs, they have opted to focus on FCEBs as their main bus technology. Today's item updates SamTrans' FYs 2022-23 and 2023-24 programming and funding levels from the existing pricelist for BEBs to the existing pricelist for FCEBs, adding \$12.2 million in programming. Under the interim policy, due to the price of FCEBs being far higher than the pricelist, SamTrans will be eligible to use these funds to purchase 80% of their current bus programming and return for the remaining 20% in a later programming year. SamTrans is also purchasing only 40' buses, transitioning the 35' buses programmed in FY 2023-24 to 40' buses (allowable under the Policy). AC Transit, due to receipt of a discretionary Low or No Emission grant from FTA supporting their FCEB purchase, has not requested additional funds; today's item updates only their programming of AB 664 and BATA Project Savings funds (MTC Resolution Nos. 4513 and 4169, respectively) to reflect the purchase of FCEBs rather than BEBs. Additional programming detail can be found in Attachment A to this memo.

Other Updates to FYs 2021-22 through 2023-24 TCP Programming

Today's item incorporates projected FY 2023-24 apportionments based on FTA's partial apportionments, released in March 2024. This includes projected apportionments for the two redrawn UZAs, Concord-Walnut Creek and Livermore-Pleasanton-Dublin. Notably, as a large UZA with fixed guideway service, the Livermore-Pleasanton-Dublin UZA now generates 5337 funding, which is applied to ACE and BART. The update to the ADA percentages is carried out

using the projected apportionment amounts. Finally, the updated apportionments make minor changes to project funding that programs the entire balance available to a UZA (for example, FAST operating assistance). MTC staff will return to this committee to update the FY 2023-24 apportionments to actuals once they are released.

Updates to FYs 2016-17, 2018-19, and 2020-21 Programming

Programming updates are proposed for the FYs 2016-17 and 2018-19 TCP (MTC Resolution No. 4272) and for the FY 2020-21 TCP (MTC Resolution No. 4456). The updates to the FYs 2016-17 and 2018-19 TCP are limited to Golden Gate Bridge, Highway, and Transportation District (GGBHTD)'s funding. Due to project savings and delays, GGBHTD has requested the reprogramming of \$6.5 million from the GGBHTD Facilities project to the San Rafael Transit Center (SRTC) Replacement project. Because the original FYs 2016-17 and 2018-19 funding was initially part of compensation for project savings, it is permitted as a below score-16 project. This item would reprogram \$1.0 million in FY 2016-17 and \$5.5 million in 2018-19.

The update for the FY 2020-21 program reflects the removal of the Lifeline program from the TCP (due to the funding source for that program shifting out of the TCP). Balances are now shown in the FY 2020-21 program, and rolled forward to apply to the FYs 2021-22 through 2023-24 program.

Next Steps

Following continued discussion with transit operators, other amendments to the FYs 2016-17 through 2019-20, FY 2020-21, and FYs 2021-22 through 2023-24 programs 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:

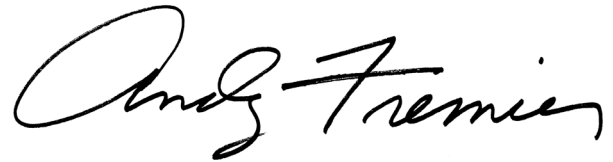
None.

Recommendation:

Staff recommends referral of MTC Resolutions 4444, Revised, 4169, Revised, 4513, Revised, 4272, Revised, 4456, Revised, and 4510, Revised, to the Commission for approval. Staff will return to this Committee in the coming months for any additional programming.

Attachments:

- Attachment A: Transit Capital Priorities Policy and Program Revisions FYs 2015-2019, FY 2020-21, and FYs 2022-2024 Detail
- MTC Resolution No. 4444, Revised (TCP Process and Criteria)
- MTC Resolution No. 4169, Revised (BATA Project Savings Programming)
- MTC Resolution No. 4513, Revised (AB 664 Program FY22-FY24)
- MTC Resolution No. 4272, Revised (TCP FTA Program FY17-FY20)
- MTC Resolution No. 4456, Revised (TCP FTA Program FY20-21)
- MTC Resolution No. 4510, Revised (TCP FTA Program FY22-FY24)



Andrew B. Fremier

Attachment A: Transit Capital Priorities Policy and Program Revisions FYs 2015-16 through 2018-2019, FY 2020-21, and FYs 2021-22 through 2023-24 Detail

This supplemental memo provides additional detail and background on the changes to the TCP Process and Criteria, and the programming of \$15.0 million in FTA Formula Revenues and reprogramming of \$11.1 million in AB 664 and BATA Project Savings bridge toll funds.

Policy Update – Americans with Disabilities Act (ADA) Set-aside:

The TCP Process and Criteria (The Policy, 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. Due to the UZA transition in FY 2023-24 (Concord-Walnut Creek and Livermore-Pleasanton-Dublin changes), as well as the availability of more recent data, staff proposes the following policy update.

10% ADA Operating Set-Aside Formula - FYs 24 and Later

Operator	Large UZAs						Small UZAs					
	San Francisco-Oakland	San Jose	Concord-Walnut Creek	Antioch	Santa Rosa	Livermore-Pleasanton-Dublin	Vallejo	Fairfield	Vacaville	Napa	Gilroy-Morgan Hill	Petaluma
AC Transit	37.8%											
BART	5.9%		23.3%	14.0%		19.5%						
CCCTA			76.7%									
FAST								100.0%				
GGBHTD	1.7%											
LAVTA						80.5%						
Marin County Transit	5.3%											
Napa VINE							26.6%			100.0%		
Petaluma Transit												61.7%
SFMTA	26.8%											
SamTrans	19.1%											
VTA		100.0%									100.0%	
SolTrans							73.4%					
SR City Bus					43.7%							
Sonoma Cty Transit					56.3%							38.3%
Tri-Delta				86.0%								
Union City	1.5%											
Vacaville									100.0%			
WestCat	1.9%											
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

GIS analysis was performed utilizing 511 data on transit stops to update the percentages of operation within each UZA for operators across multiple UZAs to reflect new UZA boundaries and updated routes. The formula utilized above is described in the Policy – based on 2022 NTD data for Annual Demand Response (DR) Operating Expenses (45%), Annual Demand Response (DR) Ridership (45%), and Annual Overall Ridership (10%). The updated numbers reflect some major shifts from the prior ADA percentages, as 2022’s NTD data reflects significantly different demand response and overall ridership numbers than pre-pandemic data.

TCP FYs 2021-22 through 2023-24 Programming Updates

In March 2024, the Commission approved an interim bus/van pricelist policy that allows operators up to 20% more TCP funding per bus where funds are available, and both County Connection (CCCTA) and LAVTA have requested the 20% increase for bus purchases in the current program, as detailed in the following tables.

CCCTA 20% Funding Increase:

Fiscal Year	Bus Type	#	Cost per Bus (Current Pricelist)	Total TCP Funding (Current Pricelist)	20% Increase to TCP	Total TCP Funding (New)	Possible Cost per Bus (Total)
2024	40ft Buses - Diesel	10	\$586,000	\$4,688,800	\$937,600	\$5,625,600	\$703,200

LAVTA 20% Funding Increase:

Fiscal Year	Bus Type	#	Cost per Bus (Current Pricelist)	Total TCP Funding (Current Pricelist)	20% Increase to TCP	Total TCP Funding (New)	Possible Cost per Bus (Total)
2022	40ft Buses - FCEB	4	\$1,264,000	\$4,044,800	\$808,960	\$4,853,760	\$1,516,800
2022	40ft Buses - Hybrid	8	\$879,000	\$5,626,600	\$1,125,120	\$6,750,720	\$1,054,800
				\$9,671,400	\$1,934,080	\$11,604,480	

SamTrans' technology change from Battery Electric Bus (BEB) to Fuel Cell Electric Bus (FCEB) is also included in this item. Sufficient capacity in the SF-O UZA exists to accommodate this change to the more expensive FCEB technology at current pricelist levels, a net increase of \$12.2 million, as detailed in the following table:

SamTrans BEB to FCEB Technology Change:

Fiscal Year	Current Bus Type	Proposed Bus Type	#	Total TCP Funding, BEBs (Current Pricelist)	<i>Increase to TCP for BEB → FCEB</i>	Total TCP Funding, FCEBs (Current Pricelist)
2023	40ft Buses - BEB	40ft Buses - FCEB	40	\$36,160,000	\$4,288,000	\$40,448,000
2024	40ft Buses – BEB	40ft Buses - FCEB	60	\$55,248,000	\$6,576,000	\$61,824,000
2024	35 ft Buses - BEB	40ft Buses - FCEB	5	\$3,860,000	\$1,292,000	\$5,152,000
			105	\$95,268,000	\$12,156,000	\$107,424,000

While there is capacity to accommodate the change in technology shown above at current pricelist levels, there is not enough TCP capacity to increase funding for all 105 SamTrans FCEBs at the 20% higher rate per bus. Instead, keeping within the same \$107.4 million programming total, SamTrans will be able to attribute an increased TCP contribution per bus for 80% of the order (84 of the 105 buses), and return to request funding for the remaining 20% (21 buses) later on.

SamTrans Per-Bus Funding Increase within Current Programming Amount:

Year	Bus Type	#	TCP Contribution Per Bus (Current Pricelist)	Total TCP Funding (Current Pricelist)	80% of yearly bus amount	20% of yearly bus amount	TCP Per-bus Contribution toward 80% of yearly bus amount (Interim Policy)	Total Possible Cost per Bus for 84 buses
2023	40ft Buses – FCEB	40	\$1,011,200	\$40,448,000	32	8	\$1,264,000	\$1,580,000
2024	40ft Buses - FCEB	65	\$1,030,400	\$66,976,000	52	13	\$1,288,000	\$1,610,000
		105		\$107,424,000	84	21		

AC Transit, due to receipt of a discretionary Low or No Emission grant from FTA supporting their FCEB purchase, requests updates to their programming of AB 664 and BATA Project Savings funds (MTC Resolution Nos. 4513 and 4169, respectively) to reflect the purchase of FCEBs rather than BEBs. The original programming was for 17 BEBs and 25 FCEBs; the update is now 42 FCEBs.

Finally, the ADA changes to the Policy discussed above have been carried through the FY 2023-24 programming. When final FY 2023-24 apportionments are released, those amounts will be updated again to conform to actual apportionments.

Updates to FYs 2016-17, 2018-19, and 2020-21 Programming

Programming updates are proposed for the FYs 2016-17 and 2018-19 TCP (MTC Resolution No. 4272) and for the FY 2020-21 TCP (MTC Resolution No. 4456). The updates to the FYs 2016-17 and 2018-19 TCP are limited to Golden Gate Bridge, Highway, and Transportation District (GGBHTD)'s funding. Due to project savings and delays, GGBHTD has requested the reprogramming of \$6.5 million from the GGBHTD Facilities project to the San Rafael Transit Center (SRTC) Replacement project. Because the original FYs 2016-17 and 2018-19 funding was initially part of compensation for project savings, it is permitted as a below score-16 project. This item would reprogram \$1.0 million in FY 2016-17 and \$5.5 million in 2018-19.

The update for the FY 2020-21 program reflects the removal of a \$3.6 million balance previously held for the Lifeline program from the TCP (due to the funding source for that program shifting out of the TCP). Balances are now shown in the FY 2020-21 program, and rolled forward to apply to the FYs 2021-22 through 2023-24 program. In general, this creates a new unprogrammed balance in FY2021-22 through FY2023-24 of a like amount that will be programmed according to TCP Policy in future actions.

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 2015-16 – 2018-2019, FY 2020-21, and FYs 2021-22 – 2023-24 programs will be brought to the Commission for consideration as appropriate.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C
09/25/19-C 07/22/20-C
04/28/21-C 06/23/21-C
07/28/21-C 03/23/22-C
05/25/22-C 06/22/22-C
09/28/22-C 06/28/23-C
04/24/24-C

ABSTRACT

Resolution No. 4169, Revised

This resolution establishes the program of projects for BATA Project Savings and allocates these funds to eligible projects.

The following attachment is provided with this resolution:

Attachment A – Program of Projects

Attachment B – Allocations

This resolution was revised on September 23, 2015 to update the conditions associated with the programming of \$84 million of BATA project savings to SFMTA's Light Rail Vehicle purchase (LRV) project, in order to reflect the updated amount of AB 664 funds programmed to the project.

This resolution was revised on January 27, 2016 to program and allocate \$24,922,916 in BATA Project Savings towards AC Transit's Fleet Replacement consistent with the Core Capacity Challenge Grant Program funding plan.

This resolution was revised on December 21, 2016 to de-program \$23,014,657 in BATA Project Savings funds from SFMTA's LRV project due to receipt of TIRCP funding of the same amount in FY2015-16 and update the conditions associated with the programming to reflect the updated amount of AB 664 and BATA Project Savings funds programmed to the project.

ABSTRACT

MTC Resolution No. 4169, Revised

Page 2

This resolution was revised on March 22, 2017 to program and allocate \$5,248,522 in BATA Project Savings funds to AC Transit and program \$23,040,236 and allocate \$4,649,495 in BATA Project Savings funds to SFMTA towards their Fleet Replacement projects.

This resolution was revised on December 20, 2017 program and allocate \$20,167,986 in BATA Project Savings funds to AC Transit and program \$83,921,695 and allocate \$8,091,805 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects.

This resolution was revised on June 27, 2018 to allocate \$37,270,041 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program, and de-program \$26,867,000 in BATA Project Savings funds from SFMTA's LRV project due to receipt of TIRCP funding of the same amount in FY2017-18 and update the conditions associated with the programming to reflect the updated amount of BATA Project Savings funds programmed to the project.

This resolution was revised on January 23, 2019 to update the programming conditions on SFMTA's LRV Expansion programming from FY2014-15, program an additional \$24,999,671 and allocate \$59,118,014 to SFMTA's LRV Expansion, and program \$5 million for SFMTA projects to execute a funding exchange for their Central Subway project.

This resolution was revised on May 22, 2019 to deprogram \$5 million and remove a project from SFMTA's programming to reflect changes made in the Transit Capital Priorities Program.

This resolution was revised on September 25, 2019 to allocate \$45,729,959 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program, and remove a funding condition related to financing.

This resolution was revised on July 22, 2020 to revise AC Transit's FY2016-17 through FY2019-20 BATA Project Savings programming to match their updated fleet plan, and allocate a total of \$7,890,353 in BATA Project Savings funds to AC Transit (\$3,607,227) and SFMTA (\$4,283,126) toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program, and remove funding conditions on SFMTA programming related to financing.

ABSTRACT

MTC Resolution No. 4169, Revised

Page 3

This resolution was revised on April 28, 2021 to program and allocate a total of \$10,904,715 in BATA Project Savings funds to AC Transit (\$4,912,063) and SFMTA (\$5,992,652) toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program.

This resolution was revised on June 23, 2021 to extend \$5,248,522 in BATA Project Savings funds to AC Transit for Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program and the Timely Use of Funds policy outlined in MTC Resolution No. 4015.

This resolution was revised on July 28, 2021 to program and allocate \$1,845,000 to Solano Transportation Authority for Design Services During Construction on the Solano 80 Express Lanes Project, and to program and allocate \$2,822,000 to BAIFA for the Toll System on the Solano 80 Express Lanes Project, as part of a funding exchange.

This resolution was revised on March 23, 2022 to program and allocate a total of \$34,160,576 in BATA Project Savings funds to AC Transit (\$29,160,576) and SFMTA (\$5,000,000) toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program.

This resolution was revised on May 25, 2022 to correct AC Transit's FY 2021-22 allocation, de-allocating \$4,667,000, to reflect a July 2021 funding exchange with the OBAG 2 program.

This resolution was revised on June 22, 2022 to extend \$21,809,281 in BATA Project Savings funds to AC Transit for Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program and the Timely Use of Funds policy outlined in MTC Resolution No. 4015.

This resolution was revised on September 28, 2022 to correct AC Transit's FY 2021-22 allocation, de-allocating \$1,412,063 to be replaced by FTA formula funds, consistent with the commitments of the Core Capacity Challenge Grant Program.

This resolution was revised on June 28, 2023 to extend \$21,809,281 in BATA Project Savings funds to AC Transit for Fleet Replacement projects, consistent with the commitments of the Core

ABSTRACT

MTC Resolution No. 4169, Revised

Page 4

Capacity Challenge Grant Program and the Timely Use of Funds policy outlined in MTC Resolution No. 4015.

This resolution was revised on April 24, 2024 to reprogram \$9,472,750 in BATA Project Savings funds in AC Transit Fleet Replacement projects, reflecting the change in programming from purchasing 17 BEBs and 25 FCEBs to purchasing 42 FCEBs.

Further discussion of this action is contained in the MTC Programming and Allocations Committee summary sheet dated January 14, 2015, September 9, 2015, January 13, 2016, December 14, 2016, March 8, 2017, December 13, 2017, June 13, 2018, January 9, 2019, May 8, 2019, September 4, 2019, July 8, 2020, April 14, 2021, June 9, 2021, July 14, 2021, March 9, 2022, May 11, 2022, June 8, 2022, September 14, 2022, June 14, 2023, and April 10, 2024.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC

RE: Programming and allocation of BATA Project Savings

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4169

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

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

WHEREAS, pursuant to Streets and Highways Code (SHC) Section 31010(b), funds generated in excess of those needed to meet the toll commitments as specified by paragraph (4) of subdivision (b) of Section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Sections 30913 and 30914; and

WHEREAS, the BATA Project Savings are bridge toll funds made available from project and financing savings on BATA’s Regional Measure 1 and Toll Bridge Seismic Retrofit programs; and

WHEREAS, MTC adopted Resolution No. 4123, Revised, which established an investment plan for MTC’s Transit Core Capacity Challenge Grant Program that targets federal, state, and regional funds to high-priority transit capital projects between FY2014-15 and FY2029-30, and as part of this investment plan, BATA Project Savings were assigned to certain projects; and

WHEREAS, BATA staff has determined that the Transit Core Capacity Challenge Grant Program is a bridge improvement project that improves the operations of the state-owned toll bridges; and

WHEREAS, BATA has adopted BATA Resolution No. 111, Revised, to amend the BATA budget to include the Transit Core Capacity Challenge Grant Program; and

WHEREAS, BATA has adopted BATA Resolution No. 72, Revised, to amend the BATA Long Range Plan to include the Transit Core Capacity Challenge Grant Program; now, therefore, be it

RESOLVED, that MTC approves the program of projects for BATA Project Savings, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of BATA Project Savings in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment B; and, be it further

RESOLVED, that should the allocation of BATA Project Savings be conditioned on the execution of a funding agreement, that the Executive Director or his designee is authorized to negotiate and enter into a funding agreement with claimant that includes the provisions contained in Attachment A and B.

METROPOLITAN TRANSPORTATION COMMISSION

Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 28, 2015.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C
09/25/19-C 07/22/20-C
04/28/21-C 07/28/21-C
03/23/22-C 05/25/22-C
09/28/22-C 04/24/24-C

Attachment A
Resolution No. 4169
Page 1 of 3

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2014-15 Program of Projects

Operator	Project	Amount	Conditions
SFMTA	Fleet Expansion - LRV Purchase	34,118,343	This programming counts toward MTC share of replacement LRVs.
Total FY2014-15 Programming:		34,118,343	

FY2015-16 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace 29 40-ft Artic Urban buses		
	Purchase 10 40-ft urban buses - Zero-Emission Fuel Cell		
	Purchase 10 double-decker diesel buses		
	<i>Total AC Transit Programming</i>	<i>24,922,916</i>	
Total FY2015-16 Programming:		24,922,916	

FY2016-17 Program of Projects

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

FY2017-18 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Purchase 40-ft Urban Buses		
	<i>Total AC Transit Programming</i>	<i>16,560,759</i>	
SFMTA Projects			
	Replacement of 40-ft Trolley Coaches		
	Replacement of 60-ft Motor Coaches		
	Replacement of 30-ft Motor Coaches		
	<i>Total SFMTA Programming</i>	<i>79,638,569</i>	
Total FY2017-18 Programming:		96,199,328	

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C
09/25/19-C 07/22/20-C
04/28/21-C 07/28/21-C
03/23/22-C 05/25/22-C
09/28/22-C 04/24/24-C

Attachment A
Resolution No. 4169
Page 2 of 3

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2018-19 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace 50 40-ft buses		
	<i>Total AC Transit Programming</i>	2,321,181	
SFMTA Projects			
	Fleet Expansion - LRV Purchase		Note: \$24,999,671 programmed in January 2019. Programming counts toward MTC share of replacement LRVs.
	40-ft Motor Coach Midlife Overhaul		
	Replace 35 Paratransit Cutaway Vans		
	<i>Total SFMTA Programming</i>	27,452,111	
Total FY2018-19 Programming:		29,773,292	

FY2019-20 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Preventive Maintenance		
	<i>Total AC Transit Programming</i>	1,286,046	
SFMTA Projects			
	Muni Rail Replacement		
	40-ft Motor Coach Midlife Overhaul		
	<i>Total SFMTA Programming</i>	1,830,686	
Total FY2019-20 Programming:		3,116,732	

FY2020-21 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace (50) 40ft Urban Buses - Diesel		
	<i>Total AC Transit Programming</i>	4,912,063	
SFMTA Projects			
	Light Rail Vehicle Replacement Procurements		
	<i>Total SFMTA Programming</i>	5,992,652	
Total FY2020-21 Programming:		10,904,715	

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C
09/25/19-C 07/22/20-C
04/28/21-C 07/28/21-C
03/23/22-C 05/25/22-C
09/28/22-C 04/24/24-C

Attachment A
Resolution No. 4169
Page 3 of 3

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2021-22 Program of Projects

Operator	Project	Amount	Conditions
Solano Transportation Authority	Solano 80 Express Lanes - Design Services During Construction		Note: The programming is a part of the exchange of federal funds originally earmarked for the I-80 Managed Lanes project in Solano County.
	<i>Total STA Programming</i>	<i>1,845,000</i>	
BAIFA	Solano 80 Express Lanes - Toll System		Note: The programming is a part of the exchange of federal funds originally earmarked for the I-80 Managed Lanes project in Solano County.
	<i>Total BAIFA Programming</i>	<i>2,822,000</i>	
AC Transit Projects			
	Replace (42) Urban Buses - Fuel Cell	21,453,064	
	Replace (23) 40ft Urban Buses - Diesel	1,628,449	
	<i>Total AC Transit Programming</i>	<i>23,081,513</i>	
SFMTA Projects			
	Light Rail Vehicle Replacement Procurements		
	<i>Total SFMTA Programming</i>	<i>5,000,000</i>	
	Total FY2021-22 Programming:	32,748,513	

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 01/27/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 09/25/19-C
07/22/20-C 04/28/21-C
06/23/21-C 07/28/21-C
03/23/22-C 05/25/22-C
06/22/22-C 09/28/22-C
06/28/23-C

Attachment B
Resolution No. 4169
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ALLOCATIONS TO BATA PROJECT SAVINGS FUNDED PROJECTS

Operator	Project	Date	Amount	Allocation No.	Notes
AC Transit	Projects Listed on Attachment A	1/27/2016	24,922,916	16-4169-01	See Notes below
AC Transit	Projects Listed on Attachment A	3/22/2017	5,248,522	17-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	3/22/2017	4,649,495	17-4169-02	See Notes below
AC Transit	Projects Listed on Attachment A	12/20/2017	16,560,759	18-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	12/20/2017	4,956,713	18-4169-02	See Notes below
SFMTA	Projects Listed on Attachment A	6/27/2018	37,270,041	18-4169-03	See Notes below
SFMTA	Projects Listed on Attachment A	1/23/2019	59,118,014	19-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	9/25/2019	45,729,959	20-4169-01	See Notes below
AC Transit	Projects Listed on Attachment A	7/22/2020	3,607,227	21-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	7/22/2020	4,283,126	21-4169-02	See Notes below
SFMTA	Light Rail Vehicle Replacement	4/28/2021	5,992,652	21-4169-03	See Notes below
AC Transit	Replace (50) 40ft Urban Buses -Diesel	4/28/2021	4,912,063	21-4169-04	See Notes below
STA	Solano 80 Express Lanes - DSDC	7/28/2021	1,845,000	22-4169-01	See Notes below
BAIFA	Solano 80 Express Lanes - Toll System	7/28/2021	2,822,000	22-4169-02	See Notes below
AC Transit	FY22 Projects Listed on Attachment A	3/23/2022	23,081,513	22-4169-03	See Notes below
SFMTA	Light Rail Vehicle Replacement	3/23/2022	5,000,000	22-4169-04	See Notes below
Total Allocations:			250,000,000		

Notes:

- 1 Acceptance of allocations requires operator agreement to comply with the provisions of the AB 664 Net Bridge Toll Revenues section of MTC Resolution No. 4015 and that any BATA Project Savings funds received shall be subject to MTC Resolution No. 4015, unless otherwise agreed to herein.
- 2 Allocation 17-4169-01 shall be extended to 6/30/2022 in accordance with the Timely Use of Funds policy in MTC Resolution No. 4015. See PAC memo dated June 9, 2021 for detail.
- 3 Allocations 22-4169-01 and 22-4169-02 are a part of the exchange of federal funds originally earmarked for the I-80 Managed Lanes project in Solano County. See PAC memo dated July 14, 2021 for more detail.
- 4 Technical correction made on 8/12/2021 to correct amounts to match Attachment A which were transposed in Attachment B for allocations 21-4169-03 and 21-4169-04.
- 5 Allocations 17-4169-01 and 18-4169-01 shall be extended to 6/30/2023 in accordance with the Timely Use of Funds policy in MTC Resolution No. 4015. See PAC memo dated June 8, 2022 for detail.
- 6 Allocations 17-4169-01 and 18-4169-01 shall be extended to 6/30/2025 in accordance with the Timely Use of Funds policy in MTC Resolution No. 4015. See PAC memo dated June 14, 2023 for detail.

Date:	March 22, 2017	
W.I.:	1512	
Referred By:	PAC	
Revised:	07/26/17-C	12/20/17-C
	06/27/18-C	01/23/19-C
	05/22/19-C	06/26/19-C
	09/25/19-C	12/18/19-C
	03/25/20-C	04/22/20-C
	06/24/20-C	12/16/20-C
	04/28/21-C	04/24/24-C

ABSTRACT

Resolution No. 4272, Revised

This resolution approves the FY2016-17 through FY2019-20 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 and initially only programs funds in the first year – FY2016-17. In addition, One Bay Area Grant Cycle 2 (OBAG 2) Transit Priorities funds are being programmed in MTC Resolution No. 4202, Revised, and AB 664 Bridge Toll revenues and BATA Project Savings are programmed in MTC Resolution No. 4262 and Resolution No. 4169, Revised, respectively, for FY2016-17 through FY2019-20 Transit Capital Priorities projects. This resolution will be amended to add the remainder of the FY2016-17 through FY2019-20 Transit Capital Priorities program at a future date.

This resolution supersedes and replaces MTC Resolution No. 4219.

This Resolution includes the following attachments:

Attachment A – FY2016-17 Program of Projects

Attachment B – FY2017-18 Program of Projects

Attachment C – FY2018-19 Program of Projects

Attachment D – FY2019-20 Program of Projects

Attachment E – FY2016-17 through FY2019-20 Programming Notes

Attachment A of this resolution was revised on July 26, 2017 to make revisions to the Transit Capital Priorities (TCP) program of projects for FY2016-17 as requested by operators and to reconcile the program to expected final FTA apportionments for the same year.

ABSTRACT

MTC Resolution No. 4272, Revised

Page 2

Attachments A through E of this resolution were revised on December 20, 2017 to program the remainder of FY2017-18 through FY2019-20 TCP programming and make revisions to two projects in the FY2016-17 program of projects as requested by operators.

Attachments A through E of this resolution were revised on June 27, 2018 to make revisions to the TCP program of projects as requested by operators and to reconcile the program to final FY2017-18 FTA apportionments.

Attachments C and E of this resolution were revised on January 23, 2019 to make revisions to the TCP program of projects to reflect a fund exchange with SFMTA for the Central Subway Project and make other revisions to programming as requested by Marin Transit and VTA.

Attachments C through E of this resolution were revised on May 22, 2019 to make revisions to the TCP program of projects as requested by operators and to reconcile the program to final FY2018-19 FTA apportionments.

Attachments C and D of this resolution were revised on June 26, 2019 to make revisions to the TCP program of projects as requested by operators, correct errata in GGBHTD's FY2019-20 programming, and reconcile the small urbanized area Section 5339 formula programming with final FY2018-19 FTA apportionments.

Attachments A, B, C, and E of this resolution were revised on September 25, 2019 to de-program \$2 million of FY2016-17 Section 5307 funds from the ECCTA Bus Replacement project and reprogram \$1 million of FY2017-18 and \$512,543 of FY2018-19 Section 5339 funds from ECCTA Fare Collection and Bus Replacement projects to the ECCTA Oakley Park & Ride project.

Attachments B and D of this resolution were revised on December 18, 2019 to reprogram \$5.6 million of FY2017-18 FTA Section 5337 funds from WETA Ferry Vessel Rehabilitation to Ferry Vessel Replacement, update project titles accordingly, and reprogram \$1 million of FY2019-20 FTA Section 5307 funds from SFMTA Paratransit Operations Assistance to SFMTA Zero-Emission Bus Procurement.

ABSTRACT

MTC Resolution No. 4272, Revised

Page 3

Attachments A through E of this resolution were revised on March 25, 2020 to make revisions to the TCP program of projects as requested by operators and to reconcile the program to final FY2019-20 FTA apportionments.

Attachments D and E of this resolution were revised on April 22, 2020 to make revisions to reconcile the programming with final FY2019-20 FTA apportionments, add programming for Sonoma-Marín Area Rail Transit (SMART), and make other revisions at operators' request and consistent with the TCP Process and Criteria.

Attachments A through E of this resolution were revised on June 24, 2020 to make revisions and technical corrections to the TCP program of projects as requested by operators and consistent with the TCP Process and Criteria.

Attachments B and C of this resolution were revised on December 16, 2020 to make revisions to the TCP program of projects as requested by operators consistent with the TCP Process and Criteria.

Attachments C and D of this resolution were revised on April 28, 2021 to make revisions to the TCP program of projects as requested by operators consistent with the TCP Process and Criteria, and to reprogram approximately \$35 million in funding from MTC Financing Repayment Obligations to the BART Railcar Replacement Program.

Attachments A, C, and E of this resolution were revised on April 24, 2024, to make revisions to the TCP program of projects as requested by GGBHTD, and to revise a note regarding SFMTA.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheets dated March 8, 2017, July 12, 2017, December 13, 2017, June 13, 2018, January 9, 2019, May 8, 2019, June 12, 2019, September 4, 2019, December 11, 2019, March 11, 2020, June 10, 2020, December 9, 2020, April 14, 2021, and April 10, 2024, and the Commission summary sheet dated April 22, 2020.

Date: March 22, 2017
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4272

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. 4242; and

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

RESOLVED, that MTC adopts the FY 2016-17 through FY2019-20 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachments A-D; and, be it further

RESOLVED, that this resolution supersedes and replaces MTC Resolution 4219, previously approved and adopting a program of projects for the FY2016-17 and FY2017-18 Transit Capital Priorities program; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachments A-E 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

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.

FY 2016-17 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
Actual Apportionments			429,068,809	216,350,798	200,398,884	12,319,127
Previous Year Carryover			21,951,733	4,394,818	17,174,630	382,285
Funds Available for Programming			451,020,542	220,745,616	217,573,514	12,701,412
Lifeline Set-Aside						
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,368,200	3,368,200		
ADA Operating Set-Aside						
ALA990076	AC Transit	ADA Paratransit Assistance	3,856,331	3,856,331		
ALA170079	ACE	Railcar Midlife Overhaul	51,578	51,578		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,415,999	2,415,999		
SM-170010	Caltrain	TVM Rehab and Clipper Functionality	175,410	175,410		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,207,778	1,207,778		
CC-030035	ECCTA	ADA Operating Assistance	541,024	541,024		
MRN150014	GGBHTD	Ferry Major Components Rehab	175,309	175,309		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	341,904	341,904		
MRN110047	Marin Transit	ADA Paratransit Assistance	701,236	701,236		
NAP030004	Napa Vine	ADA Operating Assistance	63,311	63,311		
SON150007	Petaluma	ADA Set-Aside	90,300	90,300		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,773,353	1,773,353		
SON170003	Santa Rosa	ADA Operating Assistance	236,154	236,154		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,591,625	4,591,625		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	290,178	290,178		
SON150013	Sonoma County	SCT Replacement Bus Purchase	25,581	25,581		
ALA170039	Union City	ADA Set-Aside	134,260	134,260		
SCL050046	VTA	ADA Operating Set-Aside	3,754,433	3,754,433		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	258,365	258,365		
Total Program Set-asides and Commitments			24,052,329	24,052,329	-	-
Funds Available for Capital Programming			426,968,213	196,693,287	217,573,514	12,701,412
Capital Projects						
ALA170028	AC Transit	Purchase 35 40-ft Hybrid-Electric Buses	14,472,150	14,472,150		
ALA170027	AC Transit	Purchase 36 45-ft Over-the-Road Coaches	5,924,378	4,587,713		1,336,665
ALA170029	AC Transit	PM Swap - Replace 9 40' Urban Buses - Battery	3,003,000	3,003,000		
ALA990052	AC Transit	Paratransit Van Capital Costs	1,168,994	1,168,994		
ALA170030	AC Transit	Preventive Maintenance (deferred comp)	780,640	780,640		
ALA170079	ACE	Railcar Midlife Overhaul	3,080,000		3,080,000	
ALA170048	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,490,000	1,355,640	134,360	
BRT030005	BART	Traction Power	17,000,000	12,777,726	4,222,274	
BRT97100B	BART	Rail, Way, and Structures Program	17,000,000		17,000,000	
BRT030004	BART	Train Control	10,000,000	10,000,000		
REG090037	BART	Railcar Procurement Program	6,426,296	364,117	6,062,179	
ALA090065	BART	Fare Collection Equipment	6,211,000		6,211,000	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	31,805,399	31,805,399		
SM-170005	Caltrain	South San Francisco Station Rehabilitation	16,207,600		16,207,600	
REG090051	Caltrain	Revenue Vehicle Rehab Program	5,000,000		5,000,000	
SM-03006B	Caltrain	Systemwide Track Rehabilitation	4,693,408		4,693,408	
SM-050041	Caltrain	Communications System/Signal Rehabilitation	1,200,000		1,200,000	
NEW	ECCTA	Oakley Park & Ride	812,898	812,898		
SOL010006	Fairfield	Operating Assistance	2,493,081	2,493,081		
SOL110041	Fairfield	Bus Replacement	269,387			269,387
MRN050025	GGBHTD	Facilities Rehabilitation	3,558,320	3,558,320		
MRN170013	GGBHTD	San Rafael Transit Center Replacement	1,041,680	1,041,680		
MRN030010	GGBHTD	Ferry Fixed Guideway Connectors	3,000,000		3,000,000	
MRN170009	GGBHTD	Replacing 6 Paratransit 22' Gas Cut-away Vehicles	557,202			557,202
MRN170003	Marin Transit	Replace 3 Paratransit Vehicle	218,940	218,940		
MRN170004	Marin Transit	Replace 2 Paratransit Vehicles with Vans	85,280	85,280		
NAP970010	Napa VINE	Operating Assistance	2,084,334	2,084,334		
NAP090008	Napa VINE	Replacement and Upgrades to Equipment	180,025	15,278		164,747
SON170004	Petaluma	Purchase 1 Replacement Paratransit Vehicle	45,100	45,100		
SON170005	Petaluma	Transit Yard & Facilities Improvements	45,100	45,100		
SM-150005	SamTrans	Replacement of 2003 Gillig Buses	1,976,200	1,976,200		
SON090023	Santa Rosa	Operating Assistance	1,526,857	1,526,857		
SON090024	Santa Rosa	Preventive Maintenance	455,861	455,861		
SF-170004	SFMTA	Replacement of 40' Trolley Coaches	95,660,612		95,660,612	
SF-150005	SFMTA	Replacement of 40' Motor Coaches	63,128,520	63,128,520		
SF-170005	SFMTA	Replacement of 60' Trolley Coaches	28,100,579		28,100,579	
SF-150006	SFMTA	Replacement of 60' Motor Coaches	10,008,506	5,295,178		4,713,328
SOL090034	SolTrans	Bus Purchase (Alternative Fuel)	2,190,339	1,824,023		366,316

Date: March 22, 2016
W.I.: 1512
Referred by: PAC
Revised: 07/26/17-C 12/20/17-C
06/27/18-C 09/25/19-C
03/25/20-C 06/24/20-C
04/24/24-C
Attachment A
Resolution No. 4272
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FY 2016-17 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
SOL070032	SolTrans	Preventive Maintenance	837,984	837,984		
SOL110040	SolTrans	Operating Assistance	560,000	560,000		
SON030005	Sonoma County	Preventive Maintenance	1,280,000	1,280,000		
SON150013	Sonoma County	SCT Replacement Bus Purchase	610,089	430,080		180,009
ALA170014	Union City	Replace 6 2009 Paratransit Cut-away vehicles	846,240	846,240		
NEW	Union City	Zero-Emission Bus Procurement	141,040	141,040		
SOL010007	Vacaville	Operating Assistance	890,000	890,000		
SCL050001	VTA	Standard and Small Bus Replacement	20,000,000	17,107,280		2,892,720
SCL170011	VTA	Replace Rail Crossing Control Equipment	4,368,000		4,368,000	
SCL050002	VTA	Rail Replacement Program	4,334,405		4,334,405	
SCL170005	VTA	Paratransit Vehicle Procurement	2,893,751	2,893,751		
SCL050049	VTA	Rail Substation Rehab/Replacement	2,644,841		2,644,841	
SCL170006	VTA	Replace Fault Monitoring System on LRVs	2,255,200		2,255,200	
SCL170010	VTA	Guadalupe Train Wash Replacement	1,448,000		1,448,000	
SCL110099	VTA	Light Rail Bridge & Structure SGR	1,440,000		1,440,000	
SCL170008	VTA	Vasona Pedestrian Back Gates	1,207,559		1,207,559	
SCL150005	VTA	Train-to-Wayside Communications System Upgrade	1,084,600		1,084,600	
SCL170007	VTA	Pedestrian Swing Gates Replacement	704,000		704,000	
SCL170009	VTA	Chaboya Yard Well Removal	196,000		196,000	
CC-170006	WestCAT	Replacement of 2 40' Revenue Vehicles	882,320	882,320		
CC-170007	WestCAT	Purchase of 2 Fast Fare Electronic Fareboxes	28,498	28,498		
Total Capital Projects			411,554,213	190,819,222	210,254,617	10,480,374
Total Programmed			435,606,542	214,871,551	210,254,617	10,480,374
Fund Balance			15,414,000	5,874,065	7,318,897	2,221,038

FY 2017-18 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
Actual Apportionments			479,370,309	224,379,528	238,132,825	16,857,956
Previous Year Carryover			15,414,000	5,874,065	7,318,897	2,221,038
Funds Available for Programming			494,784,309	230,253,593	245,451,722	19,078,994
Lifeline Set-Aside						
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,437,064	3,437,064		
ADA Operating Set-Aside						
ALA990076	AC Transit	ADA Paratransit Assistance	3,935,175	3,935,175		
ALA170079	ACE	Railcar Midlife Overhaul	52,633	52,633		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,465,395	2,465,395		
SM-170010	Caltrain	TVM Rehab and Clipper Functionality	178,996	-	178,996	
CC-99T001	CCCTA	ADA Paratransit Assistance	1,232,472	1,232,472		
MRN150014	GGBHTD	Ferry Major Components Rehab	178,839	178,839		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	349,165	349,165		
MRN110047	MCTD	ADA Paratransit Assistance	715,573	715,573		
NAP030004	Napa Vine	ADA Operating Assistance	64,606	64,606		
SON150007	Petaluma	ADA Set-Aside	92,187	92,187		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,809,609	1,809,609		
SON170003	Santa Rosa	ADA Operating Assistance	240,982	240,982		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,685,502	4,685,502		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	296,111	296,111		
SON150013	Sonoma County	SCT Replacement Bus Purchase	26,116	26,116		
CC-030035	ECCTA	ADA Operating Assistance	552,085	552,085		
ALA170039	Union City	ADA Set-Aside	137,005	137,005		
SCL050046	VTA	ADA Operating Set-Aside	3,831,392	3,831,392		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	263,648	263,648		
REG090057	WETA	Ferry Mid-Life Refurbishment - Solano, Taurus, Mare Island, & Int	7,929	7,929		
Total Program Set-asides and Commitments			24,552,483	24,373,487	178,996	-
Funds Available for Capital Programming			470,231,826	205,880,106	245,272,726	19,078,994
Capital Projects						
ALA170082	AC Transit	Purchase 40 40ft Urban Buses - Zero-Emission	5,820,689			5,820,689
ALA170027	AC Transit	Purchase 36 45-ft Over-the-Road Coaches	4,582,729	4,582,729		
ALA990052	AC Transit	Paratransit Van Capital Costs	1,449,739	1,449,739		
ALA170079	ACE	Railcar Midlife Overhaul	2,975,789		2,975,789	
ALA170048	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,490,000	1,143,890	346,110	
REG090037	BART	Railcar Procurement Program	26,763,592	23,130,134	3,633,458	
BRT97100B	BART	Rail Way, and Structures Program	17,000,000		17,000,000	
BRT030005	BART	Traction Power	17,000,000		17,000,000	
BRT030004	BART	Train Control	9,563,082		9,563,082	
ALA090065	BART	Fare Collection Equipment	6,211,000		6,211,000	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	73,796,897	73,796,897		
SM-03006B	Caltrain	Systemwide Track Rehabilitation	12,893,000		12,893,000	
SM-050041	Caltrain	Comm. System/Signal Rehab.	819,309		819,309	
CC-170051	CCCTA	Replace 42 22' Gasoline 7-Year Paratransit Vans	4,305,000	2,426,455		1,878,545
CC-170053	CCCTA	Replace 3 Gasoline 7-Year Paratransit Minivans	130,380	130,380		
NEW	ECCTA	Oakley Park & Ride	989,240			989,240
SOL010006	Fairfield	Operating Assistance	2,554,835	2,554,835		
SOL110041	Fairfield	Bus Replacement	367,380			367,380
MRN170008	GGBHTD	Replace 67 Fixed Rte 40' Buses	48,457,080	45,104,777		3,352,303
MRN150014	GGBHTD	Ferry Major Components Rehab - MS Marin	2,000,000		2,000,000	
MRN150015	GGBHTD	Ferry Propulsion: MS Marin	2,000,000		2,000,000	
ALA190005	LAVTA	Hybrid Bus Battery Pack Replacement	630,170	245,149		385,021
MRN170005	MCTD	Replace Four (4) Rural Cutaway Vehicles	505,120	505,120		
MRN150011	MCTD	Vehicle Replacement- one Shuttle	102,500	102,500		
NAP970010	Napa Vine	Operating Assistance	2,164,144	2,164,144		
NAP090008	Napa Vine	Replacement and upgrades to equipment	224,681	-		224,681
SON170018	Petaluma	Purchase (1) Replacement Fixed Route Bus	185,867	185,867		
SON170020	Petaluma	Purchase (2) Replacement Paratransit Vans	147,600	147,600		
SON170005	Petaluma	Transit Yard and Facility Improvements	45,800	45,800		
SON170019	Petaluma	Purchase Service Vehicle	28,000	28,000		
SON170017	Petaluma	AVL Equipment	19,200	19,200		
SON090023	Santa Rosa	Operating Assistance	1,614,870	1,614,870		
SON090024	Santa Rosa	Preventive Maintenance	563,010	563,010		
SF-170004	SFMTA	Replacement of 40' Trolley Coaches	93,892,831		93,892,831	
SF-970170	SFMTA	Muni Rail Replacement	10,002,337		10,002,337	
SF-99T005	SFMTA	Rehab Historic Streetcars	7,000,000		7,000,000	
SF-150005	SFMTA	Replacement of 40' Motor Coaches	5,013,526	5,013,526		
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilit	4,500,000		4,500,000	
SF-970170	SFMTA	Overhead Line Rehabilitation	3,750,000		3,750,000	
SF-150007	SFMTA	Farebox Replacement	2,060,800		2,060,800	
SF 99T002	SFMTA	Cable Car Infrastructure	1,250,000		1,250,000	
SF-970073	SFMTA	Cable Car Vehicle Renovation Program	1,018,464		1,018,464	

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FY 2017-18 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
SF-170006	SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	250,000		250,000	
SF-030013	SFMTA	Wayside Fare Collection	250,000		250,000	
SOL090034	SolTrans	Bus Purchase (Alternative Fuel)	1,655,829	1,156,299		499,530
SOL070032	SolTrans	Preventive Maintenance	800,000	800,000		
SOL110040	SolTrans	Operating Assistance	854,396	854,396		
SOL170002	SolTrans	Data Management Technology Enhancements	500,000	500,000		
SON030005	Sonoma County	Preventive Maintenance	1,280,000	1,280,000		
SON150013	Sonoma County	Replacement Bus Purchase	661,276	425,800		235,476
SOL010007	Vacaville	Operating Assistance	890,000	890,000		
SCL050001	VTA	Standard and Small Bus Replacement	20,000,000	11,738,719	4,335,965	3,925,316
SCL050002	VTA	Rail Replacement Program	15,093,290		15,093,290	
SCL090044	VTA	OCS Rehabilitation Program	6,460,000		6,460,000	
SCL170050	VTA	SCADA Control Center System Replacement	3,015,200		3,015,200	
SCL170007	VTA	Pedestrian Swing Gates	2,720,000		2,720,000	
SCL150008	VTA	VTA Track Intrusion Abatement	1,600,000		1,600,000	
SCL170005	VTA	Paratransit Fleet Program	1,301,449	1,301,449		
SCL170049	VTA	SCADA Middleware Replacement	1,150,400		1,150,400	
SCL170008	VTA	Vasona Pedestrian Back Gates	1,112,441		1,112,441	
SF-110053	WETA	Replace Ferry Vessels	20,428,858	14,868,858	5,560,000	
REG090054	WETA	Ferry Channel Dredging	2,480,000		2,480,000	
REG090057	WETA	Ferry Mid-Life Refurbishment - Taurus, Mare Island, & Intintoli	1,368,071		1,368,071	
		Total Capital Projects	459,759,871	198,770,143	243,311,547	17,678,181
		Total Programmed	484,312,353	223,143,630	243,490,543	17,678,181
		Fund Balance	10,471,956	7,109,963	1,961,180	1,400,813

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FY 2018-19 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
Actual Apportionments			476,218,214	229,832,145	230,892,790	15,493,279
Previous Year Carryover			10,471,956	7,109,963	1,961,180	1,400,813
Funds Available for Programming			486,690,170	236,942,109	232,853,970	16,894,092

Lifeline Set-Aside

Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,508,001	3,508,001		
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ADA Operating Set-Aside

ALA990076	AC Transit	ADA Paratransit Assistance	4,394,476	4,394,476		
ALA170079	ACE	Railcar Midlife Overhaul	9,920	9,920		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	865,835	865,835		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,207,623	1,207,623		
MRN150014	GGBHTD	Ferry Major Components Rehab	171,757	171,757		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	406,769	406,769		
MRN110047	MCTD	ADA Paratransit Assistance	687,028	687,028		
NAP030004	Napa Vine	ADA Operating Assistance	68,209	68,209		
SON150007	Petaluma	ADA Set-Aside	86,485	86,485		
SON170003	Santa Rosa	ADA Operating Assistance	245,955	245,955		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,854,074	1,854,074		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,343,542	4,343,542		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	294,296	294,296		
SON150013	Sonoma County	Replacement Bus Purchase	31,966	31,966		
CC-030035	ECCTA	ADA Operating Assistance	556,469	556,469		
ALA170039	Union City	ADA Set-Aside	133,210	133,210		
SCL050046	VTA	ADA Operating Set-Aside	3,808,721	3,808,721		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	244,729	244,729		

Total Program Set-asides and Commitments**22,919,064****22,919,064****-****-****Funds Available for Capital Programming****463,771,106****214,023,045****232,853,970****16,894,092****Capital Projects**

ALA170081	AC Transit	Replace 50 40-ft diesel buses	8,556,284	1,097,938		7,458,346
ALA170029	AC Transit	Preventive Maintenance	5,717,246	5,717,246		
ALA990052	AC Transit	Paratransit Van Capital Costs	1,580,574	1,580,574		
ALA170079	ACE	Railcar Midlife Overhaul	3,070,079	1,409,473	1,660,606	
ALA170048	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,490,000		1,490,000	
REG090037	BART	Railcar Replacement Program	45,466,817	22,227,925	23,238,892	
BRT97100B	BART	Rail, Way, and Structures Program	17,000,000		17,000,000	
BRT030005	BART	Traction Power	10,000,000		10,000,000	
BRT030004	BART	Train Control	10,000,000		10,000,000	
ALA190014	BART	Elevator Renovation Program	7,000,000		7,000,000	
ALA090065	BART	Fare Collection Equipment	6,211,000	6,211,000		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	1,896,182		1,896,182	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	67,582,236	67,582,236		
SM-03006B	Caltrain	Systemwide Track Rehabilitation	13,193,000		13,193,000	
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,200,000		1,200,000	
SM-170010	Caltrain	TVM Rehab & Clipper Functionality (ADA Set-Aside)	222,104		222,104	
NEW	ECCTA	Oakley Park & Ride	512,543			512,543
SOL010006	Fairfield	Operating Assistance	2,597,033	2,597,033		
SOL110041	Fairfield	Bus Replacement	336,529			336,529
MRN030010	GGBHTD	Ferry Fixed Guideway Connectors	13,500,000		13,500,000	
MRN050025	GGBHTD	Facilities Rehabilitation	3,096,307	3,096,307		
MRN170013	GGBHTD	San Rafael Transit Center Replacement	1,292,404	5,503,693		
MRN170024	GGBHTD	Replace 14 Paratransit Vehicle	1,044,680			1,044,680
MRN150015	GGBHTD	Ferry Vessel Propulsion Systems Rehab	500,000		500,000	
ALA190005	LAVTA	Hybrid Bus Battery Pack Replacement	169,830			169,830
MRN170006	MCTD	Replace Articulated Vehicles	7,216,000	7,216,000		
NAP970010	Napa Vine	Operating Assistance	2,623,951	2,623,951		
NAP170003	Napa Vine	NVTA - Vine Transit Bus Maintenance Facility	205,812			205,812
SON170017	Petaluma	AVL Model Upgrade	60,000	60,000		
SM150011	SamTrans	Purchase of Replacement Minivans	619,920	619,920		
SON150008	Santa Rosa	Fixed Route Bus Replacement	1,309,308	431,309		877,999
SON090023	Santa Rosa	Operating Assistance	1,095,895	1,095,895		
SON090024	Santa Rosa	Preventive Maintenance	611,309	611,309		
SF-970170	SFMTA	Overhead Line Rehabilitation	20,000,000		20,000,000	
SF-170018	SFMTA	60' Motor Coach Mid-Life Overhaul	19,392,931	19,392,931		
SF-170019	SFMTA	40' Motor Coach Mid-Life Overhaul	16,928,241	16,928,241		
SF-970170	SFMTA	Muni Rail Replacement	16,736,000		16,736,000	
SF-090012	SFMTA	LRV Replacement	13,220,000		13,220,000	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	8,640,000		8,640,000	

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FY 2018-19 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
SF-99T005	SFMTA	Rehab Historic Streetcars	8,000,000		8,000,000	
SF-190004	SFMTA	Fixed Guideway Facilities Condition Assessment Implementation Projects	5,900,000	5,000,000	900,000	
SF-190003	SFMTA	Muni Metro East Facility - Boiler Replacement	4,100,000		4,100,000	
SF-190002	SFMTA	L-Taraval Improvement Project - SGR Project Elements	4,070,000		4,070,000	
SF 99T002	SFMTA	Cable Car Infrastructure	4,000,000		4,000,000	
SF-030013	SFMTA	Wayside Fare Collection	2,000,000		2,000,000	
SF-070005	SFMTA	Van Ness BRT - SGR Project Elements	1,830,000		1,830,000	
SF-970073	SFMTA	Cable Car Vehicle Renovation Program	1,042,907		1,042,907	
SF-170006	SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	1,000,000		1,000,000	
SF-150007	SFMTA	Farebox Replacement	336,000	336,000		
SOL110040	SolTrans	Operating Assistance	2,419,610	2,419,610		
SOL070032	SolTrans	Preventive Maintenance	1,000,000	1,000,000		
SOL190017	SolTrans	Infrastructure: Electric Bus Charging Infrastructure	457,580			457,580
SON030005	Sonoma County	Preventive Maintenance	1,280,000	1,280,000		
SON170006	Sonoma County	Replacement Bus Purchase	446,684	446,684		
SON150013	Sonoma County	Replacement Bus Purchase	220,141			220,141
SOL010007	Vacaville	Operating Assistance	890,000	890,000		
SCL050001	VTA	Standard & Small Bus Replacement	17,204,124	13,665,061	-	3,539,063
SCL090044	VTA	OCS Rehabilitation Program	12,520,000		12,520,000	
SCL 050002	VTA	Rail Replacement Program	5,692,305		5,692,305	
SCL190027	VTA	SCADA Hardware, Software, & Network Upgrade	4,447,296		4,447,296	
SCL190023	VTA	Bus CCTV Replacement	2,640,000	2,640,000		
SCL190024	VTA	Transit Center Park & Ride Rehabilitation	1,600,000	1,600,000		
SCL190026	VTA	HVAC Replacement	1,448,265	1,448,265		
SCL110099	VTA	LRV Bridge Repair/Hamilton Structural Stabilization	1,080,000		1,080,000	
SCL190025	VTA	Gigabit Ethernet Network	960,000	960,000		
SCL170010	VTA	Replace Guadalupe Train Wash	800,000		800,000	
SCL170009	VTA	Chaboya Yard Well Removal	120,000	120,000		
CC-170010	WestCAT	Replacement of (9) 40ft Revenue Vehicles	3,877,781	3,877,781		
CC-150021	WestCAT	AVL & APC System Procurement & Installation	294,105	294,105		
CC-170020	WestCAT	Replace (2) Minivans	255,840	255,840		
CC-170011	WestCAT	Purchase of (9) Fast Fare Electronic Fareboxes	128,241	128,241		
CC-170013	WestCAT	Purchase of (2) Radio systems for (2) Cut Away Vans	1,600	1,600		
SF-110053	WETA	Ferry Vessel Replacement - Bay Breeze	15,306,920		15,306,920	
REG090057	WETA	Ferry Major Component Rehabilitation	720,000		720,000	
Total Capital Projects			439,983,614	202,366,168	227,006,212	14,822,523
Total Programmed			462,902,678	225,285,232	227,006,212	14,822,523
Fund Balance			23,787,492	11,656,877	5,847,758	2,071,569

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FY 2019-20 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
Final Apportionments			470,042,633	239,075,753	214,847,302	16,119,578
Previous Year Carryover			23,787,492	11,656,877	5,847,758	2,071,569
Funds Available for Programming			493,830,125	250,732,630	220,695,060	18,191,147

MTC Debt Service

REG170023	MTC	TCP Financing Repayment Obligations	-	-	-	
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Lifeline Set-Aside

Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,580,439	3,580,439		
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ADA Operating Set-Aside

ALA990076	AC Transit	ADA Paratransit Assistance	4,461,934	4,461,934		
ALA170079	ACE	Railcar Midlife Overhaul	14,346	14,346		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,800,403	2,800,403		
SM-170010	Caltrain	TVM Rehab & Clipper Functionality (ADA Set-Aside)	62,350	62,350		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,218,311	1,218,311		
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	174,393	174,393		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	412,325	412,325		
MRN110047	MCTD	ADA Paratransit Assistance	697,574	697,574		
NAP030004	Napa Vine	ADA Operating Assistance	70,704	70,704		
SON150007	Petaluma	ADA Set-Aside	89,821	89,821		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,882,536	1,882,536		
SON170003	Santa Rosa	ADA Operating Assistance	251,035	251,035		
SF-990022	SFMTA	ADA Paratransit Operating Support	3,410,218	3,410,218		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	305,060	305,060		
SON170006	Sonoma County	SCT Replacement Bus Purchase	33,199	33,199		
CC-030035	ECCTA	ADA Operating Assistance	571,422	571,422		
ALA170039	Union City	ADA Set-Aside	135,255	135,255		
SCL050046	VTA	ADA Operating Set-Aside	3,970,716	3,970,716		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	248,485	248,485		
REG090057	WETA	Ferry Major Component Rehabilitation	17,418	17,418		

Total Program Set-asides and Commitments	24,407,946	24,407,946	-	-
Funds Available for Capital Programming	469,422,180	226,324,684	220,695,060	18,191,147

Capital Projects

ALA170031	AC Transit	Replace 50 40ft Diesel Buses	8,666,696	-		8,666,696
ALA170029	AC Transit	Preventive Maintenance	5,733,468	5,733,468		
ALA990052	AC Transit	Paratransit Van Capital Costs	1,523,374	1,523,374		
ALA170079	ACE	Railcar Midlife Overhaul	2,800,000		2,800,000	
ALA170049	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,770,000	1,435,563	334,437	
REG090037	BART	Railcar Replacement Program	119,503,454	35,303,598	84,199,856	
BRT97100B	BART	Rail,Way, and Structures Program	17,000,000		17,000,000	
BRT030005	BART	Traction Power	10,000,000		10,000,000	
BRT030004	BART	Train Control	10,000,000		10,000,000	
ALA190014	BART	Elevator Renovation Program	7,000,000		7,000,000	
ALA090065	BART	Fare Collection Equipment	6,211,000		6,211,000	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	97,987,868	97,987,868		
SM-03006B	Caltrain	Systemwide Track Rehabilitation	13,171,041		13,171,041	
SM-050041	Caltrain	Comm. System/Signal Rehab.	948,354		948,354	
SM-170010	Caltrain	TVM Rehab & Clipper Functionality (ADA Set-Aside)	441,258		441,258	
REG170022	Clipper	Clipper Next Gen Fare Collection System	14,127,879	14,127,879		
SOL010006	Fairfield	Operating Assistance	2,643,896	2,643,896		
SOL110041	Fairfield	Bus Replacement	350,255			350,255
MRN150014	GGBHTD	Ferry Major Components Rehab	11,390,000		11,390,000	
MRN030010	GGBHTD	Fixed Guideway Connectors	6,060,000		6,060,000	
MRN150015	GGBHTD	Ferry Propulsion Systems Replacement	5,610,000		5,610,000	
MRN170008	GGBHTD	Replace 67 Diesel Buses with Hybrid Buses	5,183,220	5,183,220		
MRN050025	GGBHTD	Facilities Rehab	2,219,491	2,219,491		
SF-170022	GGBHTD	Replace 2 Paratransit Vehicles	150,880	150,880		
NEW	MCTD	Replace 3 Articulated buses with 4 40-ft ZEBs	2,656,800	2,656,800		
NEW	MCTD	Replace Paratransit Vehicles	1,207,040	1,207,040		
MRN150011	MCTD	Replace Nine (9) Shuttle Vehicles	952,020	952,020		
MRN170007	MCTD	Replace 2- 35ft diesel vehicles	697,000	697,000		
MRN110040	MCTD	Preventative Maintenance	70,520	70,520		
NAP970010	Napa Vine	Operating Assistance	2,703,862	2,703,862		
NAP090008	Napa Vine	NVTA Equipment Replacement and Upgrades	214,207			214,207
SON190004	Petaluma	Purchase (2) Replacement Paratransit Vans	150,880	-		150,880
SON170017	Petaluma	AVL System Upgrades	100,000	100,000		

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FY 2019-20 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
SON170005	Petaluma	Transit Yard and Facility Improvements	90,528	85,432		5,096
SON190005	Petaluma	Upgrade Security System	40,000	40,000		
SM150011	SamTrans	Replacement of Cut-away Buses	1,375,140	1,375,140		
SON090023	Santa Rosa	Operating Assistance	1,535,279	1,535,279		
SON090024	Santa Rosa	Preventive Maintenance	648,760	648,760		
SF-970170	SFMTA	Muni Rail Replacement	4,288,000		4,288,000	
NEW	SFMTA	Zero-Emission Bus Procurement	1,000,000	1,000,000		
SOL110040	SolTrans	Operating Assistance	2,485,247	2,485,247		
SOL070032	SolTrans	Preventive Maintenance	1,000,000	1,000,000		
SOL190017	SolTrans	SolTrans Electric Bus Charging Infrastructure	476,244			476,244
SON030005	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000		
SON170006	Sonoma County	SCT Replacement Bus Purchase	713,040	483,330		229,710
NEW	SMART	Preventive Maintenance	2,904,588	2,904,588		
NEW	Union City	Electric Bus Procurement	4,440,960	4,440,960		
SOL010007	Vacaville	Operating Assistance	890,000	890,000		
NEW	MTA	Rehabilitation of LRV System Elevators & Escalators	7,440,000		7,440,000	
SCL050001	MTA	Standard and Small Bus Replacement	7,220,578	3,521,503		3,699,075
NEW	MTA	Pedestrian Backgates - non-Vasona	6,560,000		6,560,000	
NEW	MTA	Rail Replacement and Rehabilitation	4,920,000		4,920,000	
SCL150008	MTA	Track Intrusion Abatement	4,000,000	4,000,000		
SCL170047	MTA	Paratransit Fleet Program	3,978,116	3,978,116		
NEW	MTA	Facilities ADA Upgrades	2,560,000	2,560,000		
NEW	MTA	Guadalupe Steam Rack Improvements & Liner Replacement	2,400,000		2,400,000	
NEW	MTA	PA System Hardware & Software Upgrade	2,216,352		2,216,352	
NEW	MTA	Guadalupe Roll-up Doors	2,000,000		2,000,000	
NEW	MTA	Fuel Dispenser & UDC Replacement	1,920,000	1,920,000		
NEW	MTA	Cameras for MTA ACCESS Paratransit Vehicles	1,804,850	1,804,850		
NEW	MTA	Mobile Router/Passenger WiFi	1,200,000	1,200,000		
NEW	MTA	Replace/Upgrade Fire Alarm at Guadalupe & Chaboya	1,200,000	1,200,000		
NEW	MTA	Network & Gigabit Fiber Upgrade	1,200,000	1,200,000		
NEW	MTA	Guadalupe Entrance Security Improvements	1,000,000	-	1,000,000	
NEW	MTA	LRV Station Rehabilitation	776,000		776,000	
NEW	MTA	LRV Station Platform CCTV System Replacement	445,600		445,600	
NEW	MTA	Replace UPSs & PDU in OCC/EOC	377,361	377,361		
CC-170008	WestCAT	Replacement of 6 40' Revenue Vehicles	2,745,360	2,745,360		
CC-170009	WestCAT	Purchase of 6 Fast Fare Electronic Fareboxes	85,494	85,494		
REG090067	WETA	Ferry Fixed Guideway Connectors	6,000,000		6,000,000	
REG090057	WETA	Ferry Major Component Rehabilitation	3,554,140		3,554,140	
Total Capital Projects			448,016,100	217,457,899	216,766,038	13,792,163
Total Programmed			472,424,046	241,865,845	216,766,038	13,792,163
Fund Balance			21,406,080	8,866,785	3,929,022	4,398,984

Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1	Program is based on final apportionments as as provided by FTA and Caltrans (Small UZA Section 5339 amounts). Program assumes availability of financing proceeds, subject to future Commission authorization. If financing is not secured, this program will be revised accordingly.
2	<p>AC Transit: \$25,416,508 of BATA Project Savings and \$7,672,907 of AB 664 Bridge Toll funds have been programmed to AC Transit's Core Capacity Challenge Grant Program (CCCGP) projects, proportionately, according to the CCCGP funding plan from FY2016-17 through FY2019-20.</p> <p>AC Transit is exercising a Preventive Maintenance Funding Exchange in FY2016-17 for electric battery buses (\$3,003,000), using 5307 for PM in place of local funds for the bus purchases. They are also using compensation for deferred replacement of 40 40-foot diesel electric hybrids for one year (from FY17 to FY18) for \$780,640.</p> <p>AC Transit is exercising a Preventive Maintenance Funding Exchange in FY2018-19 and FY2019-20 for over-the-road coaches (\$11,450,714), using 5307 for PM in place of STIP funds for the bus purchases.</p>
3	<p>Caltrain's FY17 FG cap reduced by \$3,264,826 (\$1,570,770 from FY16 and \$1,694,056 from FY17) to \$11,128,174 due to failure to meet grant spend-down goals in FY15 and FY16.</p> <p>Programming of 5337 funds to the South San Francisco Station and Revenue Vehicle Rehab projects in FY17 is conditioned on action by the SMCTA Board to program an equal dollar amount to the PCEP, fixed guideway projects (up to Caltrain's cap amount) or other Score 16 projects.</p> <p>In July 2017, \$5.2M of 5337 reprogrammed from Systemwide Track Rehab to the South San Francisco Station project to offset an equal reprogramming from the station project to track rehab in the FY15 program. Also, \$5.2 million of 5337 reprogrammed from South San Francisco station project (to be replaced with San Mateo local funds) to the Revenue Vehicle Rehab project; there is no net decrease in funding to the station project from these actions.</p>
4	Petaluma is using compensation for deferred replacement of a paratransit vehicle from FY12 to FY17. They are applying compensation to Transit Yard Facility Project in FY17 (\$45,100).
5	SamTrans, in FY17, is applying for the incremental cost difference between 10 diesel and 10 hybrid 40-foot buses that were programmed in FY15 and FY16. This will help fund the increased cost of purchasing 10 electric buses from the 60 bus replacement project (SM150005) for a demonstration project.
6	<p>SFMTA: \$12,741,300 of BATA Project Savings and \$6,283,687 of AB 664 Bridge Toll funds have been programmed to SFMTA's CCCGP projects, proportionately, according to the CCCGP funding plan in FY2016-17 through FY2019-20. Additionally, CCCGP Funds totalling \$152 million (\$69,443,401 of AB 664 and \$83,000,000 of BATA Project Savings) have been reprogrammed from BART to SFMTA in the FY17-FY20 program period. Allocation of these funds will be committed upon the execution of financing.</p> <p>In FY17, SFMTA's FG reduced by \$21,470,406 to \$12,555,594 due to failure to meet grant spend-down goals in FY16.</p>
7	WETA: \$4,941,210 of FG caps voluntarily deferred in FY15 (\$3,424,000) and FY16 (\$1,517,210) are being restored through FY20.
8	VTA requested and was granted a waiver to program \$5M in FG projects above FG cap amounts in FY17. VTA to produce an SRTP or similar by the end of FY17 so that staff can ensure sufficient FTA funds are available to cover VTA capital needs before granting exceptions for FY18-FY20.
9	GGBHTD: \$23,628,000 of FG caps voluntarily deferred from FY11 through FY16 are being restored in FY19.
10	In FY20, MCTD will request less than bus list price for 2 35-ft diesel buses, and apply 1/12 of savings to a PM project.
11	<p>Petaluma is using compensation for deferred replacement of a paratransit vehicle from FY15 to FY18 and another from FY16 to FY18. They are applying compensation to purchase a service vehicle in FY18 (\$28,000).</p> <p>Petaluma is using compensation for deferred replacement of two paratransit vehicles from FY17 to FY20. They are applying compensation to Transit Yard Facility Project in FY20 (\$90,528).</p>
12	VTA and Caltrain are executing a local fund swap in FY18 and FY19, with VTA applying \$300K of local sales tax funds on a Score 16 FG project for Caltrain and Caltrain directing \$300K of FTA funds for a FG project for VTA. Caltrain's FY18 programming for Systemwide Track Rehab was reduced by \$300K in the San Jose UZA, and VTA's FY19 programming for their Rail Replacement Program was increased by \$300K.
13	WestCat is deferring replacement of 4 40-ft diesel buses from FY17 to FY19. They are applying compensation from deferred replacement to supplement funding for the replacement of 4 40-ft diesel buses with 4 40-ft TBD buses in FY19. The FY19 TCP program will need to be revised to specify the type of buses being procured before WestCAT includes these funds in an FTA grant.
14	WETA is exercising a fund swap, using local funds for ferry vessel replacement purchases and applying FTA funds in the same amount to Richmond Ferry Service expansion in FY18.
15	BART's FY18 FG cap reduced by \$436,918 to \$49,774,082 due to failure to meet grand spend-down goals in FY17.
16	Caltrain's FY18 FG cap reduced by \$380,691 to \$14,012,309 due to failure to meet grand spend-down goals in FY17.
17	SFMTA's FY18 FG cap reduced by \$14,023,663 to \$20,002,337 due to failure to meet grand spend-down goals in FY17.
18	WETA is voluntarily deferring \$11,801,652 of FG caps during the 4-year programming period, to be restored after FY20.
19	In FY19, \$20.75M of SFMTA's \$25M voluntary deferred FG cap funding from FY15 and FY16 is being restored as part of the funding exchange for Central Subway discussed in Note 20.
20	In FY19, SFMTA, SFCTA, and MTC executed a funding swap to provide \$61.75 million in funding for SFMTA's Central Subway to make up for a delay in receipt of State Transportation Improvement Program (STIP) funds. The swap consists of \$20 million of funds from SFMTA, \$21 million from SFCTA, and \$20.75 million from MTC. MTC's share is reprogrammed from the FTA 5337 portion of the Debt Service Repayment project to Muni Rail Replacement, Wayside/Central Train Control & Trolley Signal Systems Rehab, Muni Metro East Facility - Boiler Replacement, L-Taraval Improvement Project - SGR Project Elements, Van Ness BRT - SGR Project Elements, and FG Facilities Condition Assessments Implementation Projects in exchange for local funds from those projects being reprogrammed to Central Subway. Future STIP funds will be repaid to the TCP Program to make up for this programming action.
21	\$13.2 million of FTA Section 5337 funds programmed to SFMTA's LRV replacement in FY19 are conditioned on resolution of mechanical issues with the replacement LRVs that came to light in April 2019. Previously noted that these funds will not be amended into the TIP until resolved; they were resolved and added to the TIP in 2021.
22	In September 2019, ECCTA exercised the Cost Effective Bus Procurement element of the TCP Policy on their bus replacement projects, directing 50% of the \$512,543 of FY19 5339 funds to the Oakley Park & Ride Project. The balance of 5339 funds (\$256,271), in addition to \$989,240 of FY18 5339 funds programmed to a fare collection project is being reprogrammed to the same Oakley Park & Ride Project, consistent with the Capital Exchange element of the TCP Policy. ECCTA will repay the region in a future year (tent. FY23) by reducing the eligibility of a bus replacement project for TCP funds by the same amount (\$1,245,511).
23	In April 2020, programming for was SMART added, consistent with TCP Policy. Requests from operators in Santa Rosa UZA for FY20 funds are able to be fully programmed with available funding. An updated revenue sharing agreement is expected to be executed between Santa Rosa UZA operators for FTA Section 5307 funds apportioned to that UZA.
24	GGBHTD: \$6,545,373 is transferred from the GGBHTD Facilities project to the San Rafael Transit Center Relocation project. In FY 2016-17, \$1,041,680 in cost savings is transferred, and in the FY 2018-19 program \$5,503,693 is transferred. These funds were initially part of deferred savings programming for GGBHTD, allowing for below score 16 programming.

Date: January 27, 2021
W.I.: 1512
Referred By: PAC
Revised: 09/28/22-C 09/27/23-C
03/27/24-C 04/24/24-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.

Attachment A of this resolution was revised on March 27, 2024 to update UZA eligibility 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.

Attachment A of this resolution was revised on April 24, 2024 to update ADA formulas based on 2020 Census Data and 2022 National Transit Database data.

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, March 13, 2024, and April 10, 2024.

Date: January 27, 2021
W.I.: 1512
Referred By: PAC

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

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 21st 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

Urbanized Area	Eligible Transit Operators
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	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 ¹	4, 5, or 7 years, depending on type
Light Rail Vehicle (LRV)	25 years
Electric Trolleybus	15 years
Heavy Railcar ²	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 ³	25 years
Used Vehicles ⁴	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 rd Rail	Varies by type of OCS/3 rd 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>
Debt Service	17
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.	
Revenue Vehicle Replacement	16
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.	
Revenue Vehicle Rehabilitation	16
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.	
Core Capacity Challenge Grant Program Projects	16
Projects proposed for TCP funding in the CCCGP (MTC Resolution No. 4123) that are not otherwise Score 16.	
Used Vehicle Replacement	16
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 th of the allowable programming for the project).	

Fixed Guideway Replacement / Rehabilitation	16
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.	
Ferry Propulsion Systems	16
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.	
Ferry Major Component	16
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.	
Ferry Fixed Guideway Connectors	16
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.	
Revenue Vehicle Communication Equipment	16
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.	
Non-Clipper® Fare Collection/Fareboxes	16
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.	
Clipper®	16
Clipper® - replacement of Clipper® fare collection equipment and systems.	
Bus Diesel Emission Reduction Devices	16
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.	
Vanpool Support Program	16
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.	
Safety	15

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.	
ADA/Non Vehicle Access Improvement	14
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.	
Fixed/Heavy Equipment, Maintenance/Operating Facilities	13
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.	
Station/Intermodal Stations/Parking Rehabilitation	12
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.	
Service Vehicles	11
Service Vehicles - replacement/rehabilitation of non-revenue and service vehicles based on useful life schedules.	
Tools and Equipment	10
Tools and Equipment - maintenance tools and equipment, generally with a unit value below \$10,000.	
Administrative Computer Systems and Office Equipment	9
Office Equipment - computers, copiers, fax machines, etc. Includes administrative - MIS, financial, HR, scheduling, transit asset management, and maintenance management systems.	
Preventive Maintenance	9
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.	
Operational Improvements/Enhancements	8
Operational Improvement/Enhancements - any project proposed to improve and/or enhance the efficiency of a transit facility.	
Operations	8
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.	
Expansion	8
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: 2022). The table may be revised based on updated NTD data in future years.

Table 7: ADA Set-aside Percentages by Operator and Urbanized Area

10% ADA Operating Set-Aside Formula - FYs 24 and Later												
Operator	Large UZAs						Small UZAs					
	San Francisco-Oakland	San Jose	Concord-Walnut Creek	Antioch	Santa Rosa	Livermore-Pleasanton-Dublin	Vallejo	Fairfield	Vacaville	Napa	Gilroy-Morgan Hill	Petaluma
AC Transit	37.8%											
BART	5.9%		23.3%	14.0%		19.5%						
CCCTA			76.7%									
FAST								100.0%				
GGBHTD	1.7%											
LAVTA						80.5%						
Marin County Transit	5.3%											
Napa VINE							26.6%			100.0%		
Petaluma Transit												61.7%
SFMTA	26.8%											
SamTrans	19.1%											
VTA		100.0%									100.0%	
SolTrans							73.4%					
SR City Bus					43.7%							
Sonoma Cty Transit					56.3%							38.3%
Tri-Delta				86.0%								
Union City	1.5%											
Vacaville									100.0%			
WestCat	1.9%											
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

- 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 2022 NTD Report. For operators bridging multiple UZAs, 511 stop data was utilized for proportions per UZA.

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.

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 21st 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 (CCCGP) 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: April 28, 2021
W.I.: 1512
Referred By: PAC
Revised: 07/28/21-C 03/22/23-C
06/28/23-C 04/24/24-C

ABSTRACT

Resolution No. 4456, Revised

This resolution approves the FY2020-21 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities Formula Programs. In addition, One Bay Area Grant Cycle 2 (OBAG 2) Transit Priorities funds are being programmed in MTC Resolution No. 4202, and AB 664 Bridge Toll revenues and BATA Project Savings are programmed in MTC Resolution No. 4457 and Resolution No. 4169, respectively, for FY2020-21 Transit Capital Priorities projects.

This Resolution includes the following attachments:

Attachment A – FY2020-21 Program of Projects

Attachment B – FY2020-21 Programming Notes

Attachment A of this resolution was revised on July 28, 2021 to program \$10.1 million to the City of Vacaville, consisting of FY2020-21 apportionments and balances available from prior years.

Attachment A of this resolution was revised on March 22, 2023 to revise \$6.2 million in VTA's 5337 programming, as requested by the operator.

Attachments A and B of this resolution were revised on June 28, 2023 to revise AC Transit and Petaluma programming, as requested by the operators, and to add a note regarding AC Transit.

Attachment A of this resolution was revised on April 24, 2024 to remove balances held for Lifeline programming from the TCP program, returning previously-set aside Lifeline funds to general balances.

ABSTRACT

MTC Resolution No. 4456, Revised

Page 2

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheets dated April 14, 2021, July 14, 2021, March 8, 2023, June 14, 2023, and April 10, 2024.

Date: April 28, 2021
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4456

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

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

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

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

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

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

RESOLVED, that MTC adopts the FY 2020-21 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachment A; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

Date: April 28, 2021
W.I.: 1512
Referred by: PAC
Revised: 7/28/2021-C
3/22/23-C
6/28/23-C
04/24/24-C

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

FY 2020-21 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
<i>Actual Apportionments</i>			472,533,014	239,947,924	217,678,352	14,906,738
<i>Previous Year Carryover</i>			17,211,524	8,866,784	3,929,022	4,415,718
<i>Funds Available for Programming</i>			489,744,538	248,814,708	221,607,374	19,322,456
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
Lifeline Set-Aside						
Reserved	Various	Reserved for programming in Lifeline Transportation Program	-	-	-	-
ADA Operating Set-Aside						
ALA990076	AC Transit	ADA Paratransit Assistance	5,196,319	5,196,319	-	-
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,610,785	2,610,785	-	-
CC-99T001	CCCTA	ADA Paratransit Assistance	1,408,267	1,408,267	-	-
CC-030035	ECCTA	ADA Operating Assistance	657,884	657,884	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	277,332	277,332	-	-
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	422,316	422,316	-	-
MRN110047	MCTD	ADA Paratransit Assistance	802,802	802,802	-	-
NAP030004	Napa Vine	ADA Operating Assistance	89,968	89,968	-	-
SON150007	Petaluma	ADA Set-Aside	79,781	79,781	-	-
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,999,707	1,999,707	-	-
SON170003	Santa Rosa	ADA Operating Assistance	243,683	243,683	-	-
SF-990022	SFMTA	ADA Paratransit Operating Support	4,116,185	4,116,185	-	-
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	366,722	366,722	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	42,959	42,959	-	-
ALA170039	Union City	ADA Set-Aside	145,964	145,964	-	-
SCL050046	VTA	ADA Operating Set-Aside	4,032,995	4,032,995	-	-
CC-990045	Westcat	ADA Paratransit Operating Subsidy	277,332	277,332	-	-
Total Program Set-asides and Commitments			22,771,000	22,771,000	-	-
Funds Available for Capital Programming			466,973,538	226,043,708	221,607,374	19,322,456
Capital Projects						
ALA210012	AC Transit	Replace (50) 40ft Urban Buses - Diesel	19,831,634	11,783,145	-	8,048,489
ALA210010	AC Transit	Replace (10) 30ft Urban Buses - Diesel	-	-	-	-
NEW	AC Transit	Replace (9) Articulated Buses - Fuel Cell	10,415,250	10,415,250	-	-
ALA210007	AC Transit	Replace (14) 45ft Urban Buses - Diesel	-	-	-	-
ALA210007	AC Transit	Replace (5) 42ft Double Decker Buses - Diesel	-	-	-	-
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,634,374	1,634,374	-	-
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,594,000	-	1,594,000	-
NEW	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-
NEW	ACE	ACE Revenue Vehicle Communication Equipment	500,000	-	500,000	-
ALA090065	BART	Fare Collection Equipment	6,360,000	-	6,360,000	-
ALA190014	BART	Elevator Renovation Program	7,000,000	-	7,000,000	-
BRT030004	BART	Train Control Renovation	10,240,000	-	10,240,000	-
BRT030005	BART	Traction Power System Renovation	10,240,000	-	10,240,000	-
BRT97100B	BART	Rail, Way, and Structures Program	17,406,000	-	17,406,000	-
NEW	BART	Next Generation Fare Gates	7,000,000	-	7,000,000	-
REG090037	BART	Railcar Replacement Program	85,837,237	22,083,048	63,754,189	-
NEW	Caltrain	Preventive Maintenance	2,220,000	-	2,220,000	-
SM-03006B	Caltrain	Systemwide Track Rehabilitation	7,953,000	-	7,953,000	-
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,200,000	-	1,200,000	-
SM-170010	Caltrain	TVM Project	2,300,000	-	2,300,000	-
TBD	CCCTA	Operating Assistance (CRRSAA Swap)	3,688,131	3,688,131	-	-
REG170022	Clipper	Clipper Next Gen Fare Collection System	47,740,655	47,740,655	-	-
CC-070092	ECCTA	ECCTA: Transit Bus Replacements	4,608,000	3,599,872	-	1,008,128
NEW	ECCTA	Operating Assistance (CRRSAA Swap)	2,456,412	2,456,412	-	-
SOL110041	Fairfield	Bus Replacement	322,825	-	-	322,825
SOL010006	Fairfield	Operating Assistance	2,636,194	2,636,194	-	-
MRN030010	GGBHTD	Fixed Guideway Connectors	40,000	-	40,000	-
MRN150014	GGBHTD	Ferry Major Components Rehab	4,670,000	-	4,670,000	-
MRN990017	GGBHTD	Ferry Dredging	640,000	-	640,000	-
MRN030015	GGBHTD	Transit System Enhancements	544,000	544,000	-	-
NEW	LAVTA	AVL	417,792	417,792	-	-
NEW	LAVTA	Fareboxes	265,613	265,613	-	-
NEW	LAVTA	Radios	50,432	-	-	-
NEW	LAVTA	Replacement Vehicles	10,841,000	7,446,964	-	3,394,036
NEW	LAVTA	Operating Assistance (CRRSAA Swap)	1,636,697	1,636,697	-	-
NEW	MCTD	MCTD: ADA Bus Stop Improvements	242,400	242,400	-	-

NEW	MCTD	MCTD-Vehicle Replacement - 5 Accessible Vans	404,000	404,000	-	-
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Date: April 28, 2021
W.I.: 1512
Referred by: PAC
Revised: 7/28/2021-C
3/22/23-C
6/28/23-C
04/24/24-C

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

FY 2020-21 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
NAP170003	Napa Vine	NVTA- Vine Transit Bus Maintenance Facility	2,632,711	2,435,279	-	197,432
NEW	Petaluma	Purchase (2) Replacement Fixed Route Buses - 35' BEB	580,357	436,597	-	143,760
SON170017	Petaluma	AVL Equipment	480,000	480,000	-	-
SON170005	Petaluma	Transit Yard and Facility Improvements	144,134	144,134	-	-
SM150011	SamTrans	SamTrans-Purchase of Replacement Minivans	568,000	568,000	-	-
SON090023	Santa Rosa	Operating Assistance	1,535,205	1,535,205	-	-
SON090024	Santa Rosa	Preventive Maintenance	657,945	657,945	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	28,931,000	-	28,931,000	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	7,344,308	-	7,344,308	-
SF-95037B	SFMTA	Muni Rail Replacement	7,026,000	-	7,026,000	-
SF-99T002	SFMTA	Cable Car Infrastructure	1,617,000	-	1,617,000	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	17,655,692	17,655,692	-	-
SF-090035	SFMTA	Paratransit Fleet Replacement Procurements	2,872,800	2,872,800	-	-
NEW	SMART	Preventive Maintenance	2,957,733	2,957,733	-	-
SOL190017	SoTrans	SoTrans Electric Bus Charging Infrastructure	438,947	-	-	438,947
SOL110040	SoTrans	Operating Assistance	2,951,888	2,951,888	-	-
SOL070032	SoTrans	Preventive Maintenance	1,000,000	1,000,000	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	696,339	484,604	-	211,735
SON030005	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
NEW	Vacaville	Electric Bus Fleet	7,296,000	5,747,599	-	1,548,401
NEW	Vacaville	Bus Charging Infrastructure	2,000,000	2,000,000	-	-
NEW	Vacaville	Transit Building Expansion	800,000	800,000	-	-
NEW	VTA	Upgrade Ohlone/Chynoweth Interlocking	2,720,000	-	2,720,000	-
NEW	VTA	Cerone Operations Command and Control Center	6,209,088	-	6,209,088	-
NEW	VTA	Bus Charging at Cerone	280,000	280,000	-	-
NEW	VTA	Security Enhancement at Chaboya Parking Lot	480,000	480,000	-	-
NEW	VTA	Guadalupe Signal Assessment/SCADA System Replacement	4,140,000	-	4,140,000	-
SCL050001	VTA	Electric Bus Replacement 2021	240,000	240,000	-	-
SCL050001	VTA	Hybrid Bus Replacement 2021	22,344,258	18,945,171	-	3,399,087
SCL050049	VTA	Traction Power Substation #11 Replacement FY22/23	7,640,000	-	7,640,000	-
SCL110099	VTA	Bridge and Structures Repairs FY22/23	1,312,000	-	1,312,000	-
SCL190053	VTA	Guadalupe Steam Rack Improvements	160,000	-	160,000	-
SCL190026	VTA	HVAC Replacement Project	1,622,600	1,622,600	-	-
SCL050002	VTA	Rail Replacement and Rehabilitation	8,592,389	-	8,592,389	-
SCL170005	VTA	Paratransit Fleet Procurement	5,417,120	5,417,120	-	-
SCL190047	VTA	Downtown San Jose Speed Improvements	8,480,000	8,480,000	-	-
CC-170008	Westcat	Paratransit Revenue Vehicle Replacement	912,000	912,000	-	-
REG090054	WETA	Ferry Channel Dredging	2,798,400	-	2,798,400	-
SF-110053	WETA	Ferry Vessel Replacement - MV Intintoli	21,157,300	21,157,300	-	-
Total Capital Projects			460,333,566	220,013,352	221,607,374	18,712,840
Total Programmed			483,104,565	242,784,351	221,607,374	18,712,840
Fund Balance			6,639,973	6,030,357	0	609,616

Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1	Program is based on final apportionments as provided by FTA and Caltrans (Small UZA Section 5339 amounts). Program assumes availability of financing proceeds, subject to future Commission authorization. If financing is not secured, this program will be revised accordingly.
2	<p>AC Transit: \$1,821,000 of AB 664 Bridge Toll funds and \$4,912,063 of BATA Project Savings, for a total of \$6,733,063, have been programmed to AC Transit as part of the Core Capacity Challenge Grant Program (CCCCGP). These FY2020-21 funds will support AC Transit's purchase of 50 40ft urban buses.</p> <p>AC Transit will be the recipient of CRRSAA funds in a fund swap. The replacement of 49 40' Urban Buses - Diesel is funded via regular 5307 funds at \$11,284,008; 5339 funds at \$8,048,489, and CRRSAA funds in place of TCP funds at \$1,027,003 (for a total project cost of \$20,359,500). (See note 13 for additional discussion of fund swap).</p>
3	<p>BART: The program assumes that financing will be used to meet all score 16 needs in the region. After meeting all FY2020-21 non-BART car Score 16 needs from the San Francisco-Oakland, Antioch, and Concord UZAs using Section 5307 and 5337 funds, a balance of \$86,730,705 remains. To minimize long-term financing costs to the region, this balance will be used directly on the BART Car Replacement project, as opposed to debt service. The program assumes BART will work with MTC to finance the railcar replacement program beginning in FY2021-22.</p> <p>BART is advancing \$5,600,000 above its FY2020-21 fixed guideway cap of \$52,646,000. This borrows against future cap amounts while keeping the five-year total the same. While this one-year program only programs out FY2020-21, the reduced totals across the five-year period will be enforced.</p>
4	Caltrain: \$2,200,000 of the \$13,673,000 FY2020-21 fixed guideway cap will be used for preventive maintenance, per TCP policy to allow one-year waiver for other capital projects. Caltrain has demonstrated that FY21 PM will be fully funded through this, and that its other capital projects will not be adversely affected.
5	VTA: VTA is programmed \$30.8 M in 5337, \$22.7 million above their \$8.1 M fixed guideway cap. VTA staff requested and was granted a waiver of the cap due to additional funds available in the San Jose UZA after meeting other VTA funding needs and in recognition of the Caltrain funding agreement.
6	Santa Rosa UZA: Santa Rosa CityBus, Sonoma County Transit and Sonoma-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 FY2020-21, \$1,764,604 is programmed to Sonoma County Transit, \$2,193,150 to Santa Rosa CityBus, and \$2,957,733 to SMART for 5307.
7	Clipper Next Gen Fare Collection total funding amount results from fund timing concerns related to Regional Measure 3 (RM3). The total is for three components of the project: Clipper Next Gen Fare Collection System (\$11,088,675); Collection System Open Payments (\$9,220,777); and Collection System funding in lieu of RM3 (\$27,431,203).
8	SFMTA: SFMTA's FY2020-21 request for \$20,720,222 for light rail vehicle replacement procurement will be funded with \$14,727,570 in AB 664 funds and \$5,992,652 in BATA Project Savings, as committed through MTC Res. 4123.
9	<p>SFMTA: Motor Coach and Trolley Overhauls programming includes \$5M to complete fund swap of BATA Project Savings funds for FTA funds. \$5M of BATA project savings was previously re-programmed to the Central Subway project.</p> <p>SFMTA also restored \$4.25 M from its voluntary deferred fixed guideway cap funding from FY15 and FY16. \$25 M was deferred as part of a funding swap executed in FY2018-19; \$20.75M was restored in FY2019-20 and the remaining \$4.25 M is restored in FY2020-21. The \$4.25 M voluntary restored cap is included in the Wayside/Central Train Control & Trolley Signal Systems Rehab project. Thus, SFMTA receives their full FY2020-21 fixed guideway cap amount of \$33,324,000 plus \$4,250,000 restored deferral, for a total of \$37,574,000 programmed to SFMTA fixed guideway projects in FY2020-21.</p>
10	LAVTA: The replacement of four 29' buses (two 2007 29' Gillig Hybrids and two 2009 29' Gillig Hybrids) with four 40' Gillig Hybrids is considered a replacement and not an expansion because it coincides with the phase out of replacing paratransit vehicles, as LAVTA switched to a brokerage model for paratransit and no longer supplies paratransit vehicles.
11	Marin Transit: Marin Transit will defer the purchase of ten replacement paratransit vehicles: five vehicle replacements for one year, and another five for three years, for a total of ten deferred vehicle replacements at \$808,000.
12	WETA: WETA has opted to defer its entire fixed guideway cap of \$6,310,000 for FY2020-21 for use in a later program year.
13	<p>Coronavirus Response and Relief Supplementary Appropriations Act (CRRSAA) fund swaps: Due to the CRRSAA's UZA restrictions, what would have been CCCTA, ECCTA, and LAVTA's share of CRRSAA funds are now being accommodated through the TCP; and part of AC Transit's TCP request will be funded via CRRSAA to allow for this needed flexibility. The fund swap works as follows:</p> <ul style="list-style-type: none"> - BART absorbs an additional \$6.75 million in CRRSAA funds (SF-O UZA), which is offset by decreasing their TCP programming in the Concord and Antioch UZAs - AC Transit absorbs an additional \$1.03 million in CRRSAA funds (SJ UZA), which is offset by decreasing their TCP programming in SF-O UZA and moving it in to San Jose UZA - CCCTA, ECCTA, and LAVTA are programmed a total of \$7.78 million in regular TCP 5307 funds: CCCTA and LAVTA from Concord, and ECCTA from Antioch.

**MTC Resolution No. 4510, Revised has been updated and is
attached to the Summary Sheet Update to Commission**

Date: March 23, 2022
W.I.: 1512
Referred By: PAC
Revised: 09/28/22-C 06/28/23-C
04/24/24-C

ABSTRACT

Resolution No. 4513, Revised

This resolution establishes the program of projects and allocates AB 664 Net Bridge Toll Revenues to eligible transit operators for FY2021-22 through FY2023-24. The programming and allocation for FY2021-22 for AC Transit is consistent with the Transit Capital Priorities (TCP) Program (MTC Res. No. 4510) and the Core Capacity Challenge Grant Program (MTC Res. No. 4123). This resolution will be updated to provide matching funds to eligible East Bay and West Bay operators concurrent with full programming of the FY2021-22 TCP Program. Additionally, this resolution will be amended annually to add each year's AB 664 allocation, through FY2023-24.

This Resolution includes the following attachments:

Attachment A – Program of AB 664 Net Bridge Toll Revenue Projects FYs 2021-22 through 2023-34

Attachment B – Allocation of AB 664 Net Bridge Toll Revenues FYs 2021-22 through 2023-24

This resolution was revised on September 28, 2022 to program \$2.3 million in matching funds corresponding to the FY2021-22 TCP Program, and to re-allocate \$181,305 to CCCTA.

This resolution was revised on June 28, 2023, to program \$2.3 million in matching funds corresponding to the FY2022-23 TCP program.

This resolution was revised on April 24, 2024, to update AC Transit's programming in the FY 2021-22 program, reflecting the purchase of 42 FCEBs instead of 25 FCEBs and 17 BEBs.

Further discussion of the allocation and programming of AB 664 Bridge Toll Revenue is contained in the Programming and Allocations Committee summary sheets dated March 9, 2022, September 14, 2022, June 14, 2023, and April 10, 2024.

Date: March 23, 2022
W.I.: 1512
Referred By: PAC
Revised: 06/28/23-C

RE: AB 664 Net Bridge Toll FYs 2021-22 through 2023-24 Program of Projects and Allocations

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4513

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

WHEREAS, pursuant to Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operation public transportation systems to achieve MTC's capital planning objectives in the vicinity of toll bridges as set forth in its adopted Regional Transportation Plan (RTP) ("Net Revenues"); and

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015, which sets forth MTC's bridge toll revenue allocation policies; and

WHEREAS, pursuant to Streets and Highways Code § 30895, MTC has prepared and submitted to the Legislature a report on the capital planning and ferry system objectives of MTC to be achieved through the allocation of net toll revenues; and

WHEREAS, "Claimants" have each submitted an application to MTC for an allocation of net bridge toll revenues in FY2021-22 through FY2023-24 for the projects and purposes set forth in Attachments A-B to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, claimants certify that their respective projects and purposes set forth in Attachments A-B are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.) and the State EIR Guidelines (14 Cal. Code Regs. § 15000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that the Claimants' projects and purposes as set forth in Attachments A-B are in conformance with MTC's Regional Transportation Plan, MTC's bridge

toll revenue allocation policies, and MTC's capital planning and ferry system objectives; and, be it further

RESOLVED, that MTC approves the allocation of net bridge toll revenues in FY2021-22 through FY2023-24 to Claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachments A-B to this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution revising and superseding the Resolution approved on March 23, 2022 was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on June 28, 2023.

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2021-22 Program				
			East Bay	West Bay
	Revenue Projections		13,319,686	700,000
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions			
	Total Funds Available		13,319,686	700,000
Sponsor	Eligible Capital Projects	Fund Source		
Current Year Programming				
AC Transit Core Capacity Projects				
AC Transit	Replace (42) Urban Buses - Fuel Cell	§ 5307/5339	11,719,686	
	Subtotal - Core Capacity projects		11,719,686	-
	Total Amount Programmed to AC Transit		11,719,686	-
Caltrain	Systemwide Track Rehabilitation	§ 5337 FG		
Caltrain	Comm. System/Signal Rehab.	§ 5337 FG		
Caltrain	TVM Project	§ 5337 FG		
	Total Amount Programmed to Caltrain			229,444
CCCTA	Replace 40ft Diesel Buses - Diesel	§ 5307/5339		
CCCTA	Electric Bus Charging Infrastructure	§ 5307/5339		
	Total Amount Programmed to CCCTA		549,471	
SamTrans	Replace 40ft Diesel Buses - Battery	§ 5307/5339		
SamTrans	Replace Paratransit Vehicles	§ 5307/5339		
SamTrans	South Base Near-Term Battery Electric Bus (BEB) Charging Infrastructure	§ 5307/5339		
	Total Amount Programmed to SamTrans			470,556
SolTrans	Preventive Maintenance	§ 5307/5339		
SolTrans	Bus Replacement Alternative Fuel	§ 5307/5339		
	Total Amount Programmed to SolTrans		103,039	
Union City	Bus Purchases	§ 5307/5339		
Union City	Electric Vehicle Charging Infrastructure	§ 5307/5339		
	Total Amount Programmed to Union City		30,805	
WestCAT	Revenue Vehicle Replacement	§ 5307/5339		
WestCAT	Preventive Maintenance	§ 5307/5339		
	Total Amount Programmed to WestCAT		52,679	
WETA	Ferry Vessel Replacement - MV Mare Island	§ 5307/5337		
WETA	Vessel Engine Overhaul - Pyxis Class Vessels	§ 5337 FG		
WETA	Ferry Mid-Life Refurbishment - MV Gemini	§ 5337 FG		
WETA	Passenger Float Rehabilitation - Pier 9 Berthing Facility	§ 5337 FG		
WETA	Waterjet Control System Upgrade - Pyxis Class Vessel	§ 5337 FG		
WETA	Ferry Channel Dredging - Vallejo Ferry Terminal	§ 5337 FG		

Date: March 23, 2022
W.I.: 1514
Referred by: PAC
Revised: 09/28/22-C
06/28/23-C
04/24/24-C

Attachment A
Resolution No. 4513

	Total Amount Programmed to WETA		864,006	
		Fund Balance	-	-

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FY2022-23 Program

			East Bay	West Bay
	Revenue Projections		1,600,000	700,000
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions			
	Total Funds Available		1,600,000	700,000
Sponsor	Eligible Capital Projects	Fund Source		
Current Year Programming				
Caltrain	Systemwide Track Rehabilitation	§ 5337 FG		
Caltrain	Comm. System/Signal Rehab.	§ 5337 FG		
Caltrain	TVM Project	§ 5337 FG		
Caltrain	Replacement Railcars	§ 5337 FG		
	Total Amount Programmed to Caltrain			292,229
CCCTA	Replace 22' Vehicles	§ 5307		
	Total Amount Programmed to CCCTA		99,814	
ECCTA	ECCTA: Transit Bus Replacements	§ 5307/5339		
	Total Amount Programmed to ECCTA		103,919	
LAVTA	LAVTA Bus Bay Rehabilitation	§ 5307/5339		
LAVTA	Replace (4) 40'Buses - Fuel Cell	§ 5307/5339		
LAVTA	Replace (8) 40' Buses - Hybrid	§ 5307/5339		
LAVTA	Fareboxes	§ 5307/5339		
LAVTA	AVL	§ 5307/5339		
LAVTA	Radios	§ 5307/5339		
	Total Amount Programmed to LAVTA		566,148	
SamTrans	Replace 40ft Diesel Buses - Battery	§ 5307/5339		
SamTrans	SamTrans South Base BEB Charging Infrastructure	§ 5307/5339		
	Total Amount Programmed to SamTrans			407,771
SolTrans	Bus Replacement Alternative Fuel	§ 5307/5339		
SolTrans	Preventive Maintenance	§ 5307/5339		
	Total Amount Programmed to SolTrans		194,492	
WETA	Vallejo Ferry Terminal Reconfiguration	§ 5337 FG		
WETA	Vessel Engine Injectors Replacement - MV Dorado	§ 5337 FG		
WETA	Ferry Mid-Life Refurbishment - MV Pisces	§ 5337 FG		
WETA	Ferry Major Component Rehabilitation - MV Hydrus and MV Cetus	§ 5337 FG		
WETA	Vessel Engine Overhaul - MV Carina and MV Peralta	§ 5337 FG		
	Total Amount Programmed to WETA		635,627	
		Fund Balance	-	-

Notes:

Date: March 23, 2022
W.I.: 1512
Referred by: PAC
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06/28/23-C
04/24/24-C

Attachment B
Resolution No. 4513
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**ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE
FYs 2021-2022 through 2023-24**

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
22-4513-01/5850	AC Transit	See Attachment A List of FY 2021-22 Projects	\$11,719,686		3/23/2022
22-4513-02/5850	Caltrain	See Attachment A List of FY 2021-22 Projects		\$229,444	9/28/2022
22-4513-03/5850	CCCTA	See Attachment A List of FY 2021-22 Projects ¹	\$730,776		9/28/2022
22-4513-04/5850	SamTrans	See Attachment A List of FY 2021-22 Projects		\$470,556	9/28/2022
22-4513-05/5850	SolTrans	See Attachment A List of FY 2021-22 Projects	\$103,039		9/28/2022
22-4513-06/5850	Union City	See Attachment A List of FY 2021-22 Projects	\$30,805		9/28/2022
22-4513-07/5850	WestCAT	See Attachment A List of FY 2021-22 Projects	\$52,679		9/28/2022
22-4513-08/5850	WETA	See Attachment A List of FY 2021-22 Projects	\$864,006		9/28/2022
23-4513-01/5850	Caltrain	See Attachment A List of FY 2022-23 Projects		\$292,229	6/28/2023
23-4513-02/5850	CCCTA	See Attachment A List of FY 2022-23 Projects	\$99,814		6/28/2023
23-4513-03/5850	ECCTA	See Attachment A List of FY 2022-23 Projects	\$103,919		6/28/2023
23-4513-04/5850	LAVTA	See Attachment A List of FY 2022-23 Projects	\$566,148		6/28/2023
23-4513-05/5850	SamTrans	See Attachment A List of FY 2022-23 Projects		\$407,771	6/28/2023
23-4513-06/5850	SolTrans	See Attachment A List of FY 2022-23 Projects	\$194,492		6/28/2023
23-4513-07/5850	WETA	See Attachment A List of FY 2022-23 Projects	\$635,627		6/28/2023
					Grand Total
Total Allocations			\$15,100,991	\$1,400,000	\$16,500,991

Notes:

1. CCCTA amount includes \$549,471 in matching funds for FY22 TCP projects, and re-allocation of \$181,305 in FY17-18 AB 664 funding



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0376 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 3/1/2024 **In control:** Programming and Allocations Committee
On agenda: 4/10/2024 **Final action:**
Title: MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-29.
Sponsors:
Indexes:
Code sections:

Attachments: [8f 24-0376 Summary Sheet MTC Resolution 4545 Revised.pdf](#)
[8f 24-0376 Attachment A 2023 29 TIP Revision Summary.pdf](#)
[8f 24-0376 MTC Resolution 4545 Revised.pdf](#)
[2d 24-0376 Summary Sheet MTC Resolution No 4545 Revised.pdf](#)
[2d 24-0376 Attachment A 2023 29 TIP Revision Summary.pdf](#)
[2d 24-0376 MTC Resolution No 4545 Revised.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-29.

Presenter:
John Salee

Recommended Action:
Commission Approval

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee****April 10, 2024****Agenda Item 2d-24-0376****MTC Resolution No. 4545, Revised**

Subject:

2023 Transportation Improvement Program (TIP) Amendment 2023-29.

Background:

The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that receive federal funds, are subject to a federally required action or are regionally significant.

As required by state statutes, MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, must prepare and adopt the TIP every two years. The 2023 TIP, covering the four-year period from FY 2022-23 through 2025-26, was adopted by the Commission on September 28, 2022, and was approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on December 16, 2022. The 2023 TIP is valid for four years under federal regulations. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on MTC's website at: <https://mtc.ca.gov/funding/transportation-improvement-program-tip>.

Amendment 2023-29 revises 48 projects with a net funding increase of \$495 million. Among other changes this revision will:

- Add five new projects to the TIP and update six existing projects to reflect changes in the One Bay Area Grant (OBAG) 2 and 3 programs, and Carbon Reduction Program (CRP);
- Add eight new projects and update two existing projects to reflect changes in Community Project Funding/Congressionally Directed Spending (CPF/CDS), Safe Streets and Roads for All (SS4A), Passenger Ferry Grant Program (PFGP), and Railroad Crossing Elimination (RCE) Program funds;
- Add 14 new projects and update five existing projects to reflect changes in the Transit Capital Priorities (TCP) program; and
- Add four projects and update three existing projects to reflect changes in the Active Transportation Program (ATP), Local Partnership Program (LPP), and other locally funded projects.

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

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

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

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

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

Issues:

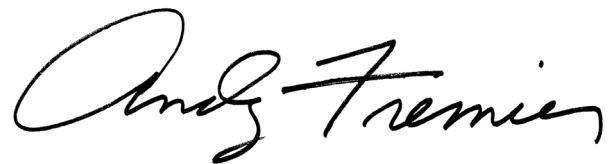
None.

Recommendations:

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

Attachments:

- Attachment A: Summary Report of Amended Projects for TIP Amendment 2023-29
- MTC Resolution No. 4545, Revised



Andrew B. Fremier

TIP Revision Summary 2023-29

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA230227	Dublin	Village Parkway Complete Streets Improvements	Amend a new project into the TIP with \$10.5M in Local and \$9.2M in RTP-LRP funds	\$19,700,000	~%
CC-170035	Antioch	Antioch - L Street Pathway to Transit	Update the location and description to reflect the latest scope of work	\$0	0.0%
CC-230215	San Pablo	San Pablo's Safe Mobility	Update the funding plan to add \$3M in CRP and \$200K in Local funds. Also updated to project name, location, and expanded description to clarify project activities	\$2,950,000	32.3%
CC-230230	Contra Costa Transportation Authority (CCTA)	Antioch Bike Garden	Amend a new project into the TIP with \$4M in Other Federal (SS4A) and \$1M in Local funds	\$5,001,000	~%
CC-230231	Contra Costa Transportation Authority (CCTA)	L Street Pathway to Transit – Bicycle and Pedestri	Amend a new project into the TIP with \$13M in Other Federal (SS4A) and \$4.6M in Local funds	\$17,633,000	~%
CC-230232	Contra Costa Transportation Authority (CCTA)	SF Bay Trail Gap Closure: Martinez Intermodal Stat	Amend a new project into the TIP with \$925K in Other Federal (SS4A), \$1.4M in Other State (Urban Greening Grant Program), \$918K in Recreational Trails, and \$794K in Local funds.	\$4,037,000	~%
CC-230233	Contra Costa Transportation Authority (CCTA)	Richmond Street Complete Streets Improvement	Amend a new project into the TIP with \$8M in Other Federal (SS4A), \$600K in SB1-RRAA, and \$1.5M in Local funds	\$10,104,010	~%
CC-230234	Contra Costa Transportation Authority (CCTA)	Moraga Road and Canyon Road Complete Streets	Amend a new project into the TIP with \$3M in Other Federal (SS4A) and \$878K in Local funds	\$3,882,000	~%
MRN230212	Corte Madera	Central Marin Regional Pathway Gap Closure	Amend a new project into the TIP with \$1.5M in ATP and \$575K in Local funds	\$2,075,000	~%
SCL230224	Saratoga	Citywide Master Plan for Bikeways and Sidewalks	Update the Phase from Other to PE to reflect the latest scope of work	\$0	0.0%
SCL230228	Santa Clara Valley Transportation Authority (VTA)	Homestead Road Safe Routes to School	Amend a new project into the TIP with \$16.6M in RTP-LRP and \$1.5M in Local funds	\$18,086,562	~%
SCL230229	Sunnyvale	Pedestrian and SRTS Imps in SNAIL and Braly Corner	Amend a new project into the TIP with \$880K in CPFCDs funds and \$220K in Local funds	\$1,100,000	~%
SCL230237	San Jose	San Fernando Street Mobility Hubs	Amend a new project into the TIP with \$1.1M in CRP and \$148K in Local fund	\$1,286,570	~%
SCL230240	Palo Alto	Meadow Drive & Charleston Road Grade Separation	Amend a new project into the TIP with \$4M in Other Federal (Railroad Crossing Elimination (RCE) Program Grant), \$1M in local funds, and \$50M in RTP-LRP funds	\$55,000,000	~%
SF-210001	San Francisco County Transport Authority (SFCTA)	Yerba Buena Island Multi-Use Pathway	Update the funding plan to add \$1K in LPP-F, \$468K in Local, and \$24.2M in RTP-LRP funds	\$21,101,000	25.0%

TIP Revision Summary 2023-29

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SF-230211	San Francisco County Transport Authority (SFCTA)	Hillcrest Road Improvement Project	Amend a new project into the TIP with \$4.9M in non-federalized funds	\$4,850,000	~%
SOL230208	Suisun City	Park N Ride Parking Lot EV Station Installation	Amend a new project into the TIP with \$350K CRP and \$70K local funds	\$420,710	~%
System: Public Land Trail					
MRN170028	National Park Service	Fort Baker's Vista Point Trail	Remove all funding and delete this project as it will not move forward as a federal project	-\$1,600,000	-100.0%
SCL230236	Sunnyvale	City of Sunnyvale Stevens Creek Trail Extension	Amend a new project into the TIP with \$3M in CPFCDs and \$1.3M in Local funds	\$4,250,000	~%
System: State Highway					
CC-010023	Contra Costa Transportation Authority (CCTA)	I-680/SR 4 I/C Reconstruction - Ph 1,2a,4	Update the funding plan to add \$81M in Bridge Tolls (RM3), reprogram \$8M in Other Local to Bridge Tolls, and reprogram \$104M in RTP-LRP to Bridge Tolls funds	\$81,000,000	21.0%
SCL230242	Metropolitan Transportation Commission (MTC)	SR-237 Adaptive Ramp Metering Implementation	Amend a new project into the TIP with \$1M in CMAQ with Toll Credits	\$1,000,000	~%
SM-170001	San Mateo County	Hwy 1 Congestion & Safety Improvements	Update the funding plan to \$46M in RTP-LRP, \$3.2M in Local Sales tax, and \$359K in Local funds	\$48,690,000	676.3%
System: Transit					
ALA230201	Alameda Contra Costa Transit District (AC Transit)	AC Transit Hydrogen Fueling Infrastructure	Update the funding plan to add \$5.6M in 5307 and \$1.4M in Local General funds	\$6,947,179	100.0%
ALA230210	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Purchase 42 40ft Urban Fuel Cell Buses	Update the funding plan to add \$4.7M in CMAQ, \$9.5M in BT-RM1, and \$8M in Local Fare Revenue funds	\$22,102,750	55.3%
ALA230226	Livermore Amador Valley Transit (LAVTA)	LAVTA Atlantis Facility	Amend a new project into the TIP with \$1.1M in 5307 and \$266K in Local TDA funds	\$1,325,398	~%
ALA230228	Livermore Amador Valley Transit (LAVTA)	AVLs for Replacement Vehicles	Amend a new project into the TIP with \$332K in 5307 and \$83K in Local funds	\$415,536	~%
ALA230229	Livermore Amador Valley Transit (LAVTA)	LAVTA: Purchase Fareboxes	Amend a new project into the TIP with \$206K in 5307 and \$52K in Local funds	\$256,488	~%
ALA230230	Livermore Amador Valley Transit (LAVTA)	Replace (8) 40' Buses-Hybrid	Amend a new project into the TIP with \$5.6M in 5307 and \$1.4M in Local funds	\$7,033,250	~%
ALA230231	Livermore Amador Valley Transit (LAVTA)	Replace (4) 40' Buses-Fuel Cell	Amend a new project into the TIP with \$2.7M in 5307, \$1.3M in 5339, and \$1M in Local funds	\$5,056,125	~%
ALA230232	Livermore Amador Valley Transit (LAVTA)	LAVTA: Radios	Amend a new project into the TIP with \$40K in 5307 and \$10K in Local funds	\$50,160	~%

TIP Revision Summary 2023-29

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
CC-230236	Central Contra Costa Transit Agency (CCCTA)	CCCTA Replace (10) 40ft Urban Buses	Amend a new project into the TIP with \$4.7M in 5307, \$975K in 5339, and \$1.4M in Local funds	\$7,032,000	~%
MRN050025	Golden Gate Bridge, Highway and Transit District	GGBHTD: Facilities Rehabilitation	Update the funding plan to remove \$6.5M in 5307, \$1.4M in Local Toll, \$260K in Local funds as these funds are being redirected to MRN170013	-\$8,181,716	-20.9%
MRN170013	Golden Gate Bridge, Highway and Transit District	San Rafael Transit Center Relocation	Update the funding plan to add \$6.5M in 5307, \$1.4M in Local Toll, and \$260K in Local funds as these funds are redirected from MRN050025	\$8,181,716	13.0%
MRN230205	Golden Gate Bridge, Highway and Transit District	GGBHTD Replacement Ferry CARB Compliance	Update the funding plan to add \$11.4M in 5307, \$597K in 5337, \$3M in Local funds, and \$15.5M in RTP-LRP funds	\$30,492,000	24.4%
NAP190006	Napa Valley Transportation Authority	Imola Park n Ride and Express Bus Stop Improvement	Amend the funding plan to add \$200K in STP and \$72K in Local TDA funds	\$272,000	9.9%
REG090067	Water Emergency Transportation Authority (WETA)	WETA: Fixed Guideway Connectors	Update the funding plan to add \$16M in PFGP, \$823K in 5337, and \$4.2M in Local funds.	\$20,825,092	57.3%
SCL230230	Santa Clara Valley Transportation Authority (VTA)	Safety Enhancements at Grade Crossings	Amend a new project into the TIP with \$7.1M in 5307 and \$1.8M in Local General funds	\$8,830,436	~%
SCL230231	Santa Clara Valley Transportation Authority (VTA)	Light Rail Station Rehabilitation FY24-FY25	Amend a new project into the TIP with \$4.3M in 5337 and \$1.1M in Local General funds	\$5,370,000	~%
SCL230232	Santa Clara Valley Transportation Authority (VTA)	Fiber Optics Replacement Program	Amend a new project into the TIP with \$9.1M in 5337 and \$2.3M in Local General funds	\$11,350,000	~%
SCL230233	Santa Clara Valley Transportation Authority (VTA)	Guadalupe Elevator and Escalator Drainage Improvem	Amend a new project into the TIP with \$820K in 5307 and \$205K in Local General funds	\$1,025,000	~%
SCL230234	Santa Clara Valley Transportation Authority (VTA)	Guadalupe 2nd Entrance	Amend a new project into the TIP with \$5.9M in 5307 and \$1.4M in Local funds	\$7,347,500	~%
SCL230235	Santa Clara Valley Transportation Authority (VTA)	Access Controls & CCTV Capability Expansion	Amend a new project into the TIP with \$2.7M in 5307 and \$675K in Local funds	\$3,375,000	~%
SCL230239	Santa Clara Valley Transportation Authority (VTA)	Advanced Passenger Management Project	Amend a new project into the TIP with \$976K in STP funds redirected from REG170018 and \$763K on Local funds	\$1,739,000	~%

TIP Revision Summary 2023-29

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL230241	Palo Alto	Churchill Avenue Grade Separation Project	Amend a new project into the TIP with \$2M in FRA funds and \$500k local funds	\$2,500,000	~%
SF-190008	Water Emergency Transportation Authority (WETA)	WETA: Electric Vessels and Related Infrastructure	Update the funding plan to add \$16M in PFGP, \$3.8M in CRP, and \$4.9M in Local funds	\$24,687,500	197.5%
SF-230212	San Francisco Municipal Transport Agency (SFMTA)	Third Street Dynamic Traffic Signal Optimization	Amend a new project into the TIP with \$2M in STP and \$259K in other local funds.	\$2,259,121	~%
SOL190003	Fairfield-Suisun Transit	Fairfield - Electric Bus Fleet and Infrastructure	Update the funding plan to add \$12M in 5339, \$2.9M in Other Federal (FTA federal funds), \$791K in LCTOP, and \$600K in Local funds. Also removed \$213K in Other State and removed \$89K in SB1-LPP-F and reprogram funds from FY20 to FY24.	\$16,049,538	142.6%
VAR230209	Golden Gate Bridge, Highway and Transit District	GGBHTD - Zero Emissions Bus Replacement	Amend a new project into the TIP with \$6.5M in 5307 and \$1.6M in Local funds	\$8,057,000	~%
Total Funding Change:				\$494,964,925	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2023 TIP Only
Current:	\$94,293,577	\$41,927,854	\$24,541,129	\$667,408,846	\$828,171,406	\$217,884,577
Proposed:	\$269,679,741	\$45,916,992	\$243,513,879	\$764,025,719	\$1,323,136,331	\$534,572,800
Delta:	\$175,386,164	\$3,989,138	\$218,972,750	\$96,616,873	\$494,964,925	\$316,688,223

Date: September 28, 2022
W.I.: 1512
Referred by: PAC
Revised: 12/21/22-C 02/22/23-C
03/22/23-C 04/26/23-C
05/24/23-C 06/28/23-C
07/26/23-C 09/27/23-C
11/15/23-C 12/20/23-C
01/24/24-C 02/28/24-C
04/24/24-C

ABSTRACT

Resolution No. 4545, Revised

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

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

Further discussion of the 2023 TIP adoption and subsequent revisions is contained in the Programming & Allocations Committee summary sheets dated September 14, 2022, December 14, 2022, February 8, 2023, March 8, 2023, April 12, 2023, May 10, 2023, June 14, 2023, July 12, 2023, September 13, 2023, November 8, 2023, December 13, 2023, January 10, 2024, February 28, 2024, and April 24, 2024.

2023 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2023-01	Admin. Mod.	64	\$436,237,661	1/10/2023	1/10/2023
2023-02	Amendment	35	\$86,051,248	12/21/2022	1/27/2023
2023-03	Admin. Mod.	4	\$26,192,990	2/10/2023	2/10/2023
2023-04	Admin. Mod.	3	\$2,673,000	3/16/2023	3/16/2023
2023-05	Amendment	7	\$10,070,346	2/22/2023	4/28/2023
2023-06	Admin. Mod.	18	\$117,200	4/21/2023	4/21/2023
2023-07	Amendment	3	\$56,362,031	3/22/2023	5/12/2023
2023-08	Amendment	6	\$186,954,363	4/26/2023	5/26/2023
2023-09	Admin. Mod.	37	\$93,772,479	5/12/2023	5/12/2023
2023-10	Amendment	65	\$2,437,902,270	5/24/2023	6/9/2023
2023-11	Admin. Mod.	12	\$0	5/31/2023	5/31/2023
2023-12	Admin. Mod.	15	\$37,038,153	6/8/2023	6/8/2023
2023-13	Amendment	12	\$193,306,700	6/28/2023	7/21/2023
2023-14	Admin. Mod.	10	\$14,370,797	7/12/2023	7/12/2023

ABSTRACT

MTC Resolution No. 4475, Revised

Page 2

2023-15	Amendment	23	\$385,376,995	7/26/2023	8/20/2023
2023-16	Admin. Mod.	13	\$166,228,723	8/3/2023	8/3/2023
2023-17	Admin. Mod.	12	\$13,460,752	8/30/2023	8/30/2023
2023-18	Amendment	28	\$216,840,460	9/27/2023	10/13/2023
2023-19	Admin. Mod.	10	\$160,037,964	10/12/2023	10/12/2023
2023-20	Admin. Mod.	6	-\$25,940,418)	11/6/2023	11/6/2023
2023-21	Amendment	13	\$199,175,087	11/15/2023	1/5/2024
2023-22	Admin. Mod.	54	-\$14,865,719)	12/8/2023	12/8/2023
2023-23	Amendment	10	\$30,600,070	12/20/2023	2/2/2024
2023-24	Admin. Mod.	16	\$61,294,909	1/11/2024	1/11/2024
2023-25	Amendment	23	\$301,748,385	1/24/2024	2/16/204
2023-26	Admin. Mod.	21	\$11,513,243	2/2/2024	2/2/2024
2023-27	Amendment	13	\$189,141,961	2/28/2024	Pending
2023-28	Admin. Mod.	Pending	Pending	Pending	Pending
2023-29	Amendment	48	\$494,964,925	4/24/2024	Pending
Net Funding Change		582	\$5,770,626,575		
Absolute Funding Change			\$5,770,626,575		

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4545

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

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

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Resolution No. 4545
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2023 Transportation Improvement Program

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

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

Date: September 28, 2022
W.I.: 1512
Referred by: PAC
Revised: 12/21/22-C 02/22/23-C
03/22/23-C 04/26/23-C
05/24/23-C 06/28/23-C
07/26/23-C 09/27/23-C
11/15/23-C 12/20/23-C
01/24/24-C 02/28/24-C
04/24/24-C

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Resolution No. 4545
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Revisions to the 2023 Transportation Improvement Program

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

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

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

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$346 million in SHOPP funds, \$112.5 million in HBP funds, \$1.6 million in Proposition 1B funds, \$7 million in ATP funds, \$3 million in RIP-COVID21 funds, \$9 million in Road Repair and Accountability Act (SB1) funds, \$27,100 in repurposed earmark funds, \$460,000 in Community Project Funding/Congressionally Directed Spending (CPFCDS), \$17 million in NHPP funds, \$8.5 million in FTA-COVID relief funds and \$22 million in FTA discretionary funding. MTC's 2023 TIP, as revised with Revision No. 2023-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

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

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

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

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

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

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

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

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

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

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

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

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

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

- Updates the funding plan or implementing agency of five projects with Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds;
- Updates the funding plan of BART's Transbay Core Capacity Improvements project to reflect the award of \$39.8 million in Federal Transit Administration (FTA) Capital Investment Grant (CIG) funding;
- Updates the funding plan of WETA's Ferry Major Component Rehab/Replacement project to reflect the award of \$2.1 million in repurposed earmark funding;

- Updates the funding plans and back-up listings of two grouped listings and updates the funding plans of four individually-listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program; and
- Updates the funding plans and back-up listings of three State Highway Operation and Protection Program (SHOPP) funded group listings to reflect the latest information from Caltrans.

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

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

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

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

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

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

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

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

- Updates the funding plans of twenty-one projects with Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds;
- Updates the funding plan of ACTC's East Bay Greenway Multimodal project to reflect the fund code change from RTP-LRP to \$19.5 million in Active Transportation Program (ATP) funding;
- Updates the funding plan of SFCTA's Yerba Buena Island (YBI) Ramp Improvements project to reflect the advance of \$2.2 million in Community Project Funding/Congressionally Directed Spending (CPF/CDS) funds;
- Updates the funding plans and back-up listings of two grouped listings and updates the funding plans of ten individually-listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program;
- Updates the funding plan and back-up listing of the Local Highway Bridge Program (HBP) to reflect the latest programming changes; and
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) Safety Improvements – Collision Reduction group listing to reflect the latest information from Caltrans.

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

Revision 2023-10 is an amendment that revises 65 projects with a net funding increase of approximately \$2.4 billion. The revision was referred by the Programming and Allocations Committee on May 10, 2023, and approved by the MTC Commission on May 24, 2023. Caltrans approval was received on June 6, 2023, and final federal approval was received on June 8, 2023. Among other changes, this revision:

- Adds 48 new projects and updates the funding plans of eight existing projects to reflect the programming of One Bay Area Grant (OBAG) 3 funds;
- Adds one new OBAG 2 funded project;
- Reflects the award of federal earmark funding to Menlo Park's Middle Ave Pedestrian and Bicycle Undercrossing, Caltrain's Fencing for Right of Way, and Caltrain's Electrification projects;
- Adds the Valley Link Rail System - Phase 1 project to the TIP, and
- Updates the funding plans of three Transit Capital Priorities funded projects.

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

Revision 2023-11 is an administrative modification that revises 12 projects with no net change in funding across all program years. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on May 31, 2023. Among other changes, this revision updates the funding plans of 11 projects to change the sources of funding between Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021 funds. The Administrative modification is financially constrained by year. MTC's 2023 TIP, as revised with Revision No. 2023-11, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-12 is an administrative modification that revises 15 projects with a net funding increase of \$37 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 8, 2023. Among other changes, this revision:

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

The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$2.5 million in CPF/CDS funds. MTC's 2023 TIP, as revised with Revision No. 2023-12, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-13 is an amendment that revises 12 projects with a net funding increase of approximately \$193 million. The revision was referred by the Programming and Allocations Committee on June 14, 2023, and approved by the MTC Commission on June 28, 2023. Caltrans approval was received on July 20, 2023, and final federal approval was received on July 21, 2023. Among other changes, this revision:

- Adds two new projects into the TIP and updates the funding plan of one existing project to reflect the award of federal discretionary funding;
- Adds four new One Bay Area Grant (OBAG) Program 2 and 3 funded projects into the TIP and updates the funding plan of one existing OBAG2 funded project; and
- Adds two new projects and updates the funding plan of one existing project to reflect the programming of funds through the Transit Capital Priorities (TCP) Program.

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

Revision 2023-14 is an administrative modification that revises 10 projects with a net funding increase of \$14.4 million. The revision was approved into the Federal-Statewide TIP by the Chief Deputy Executive Director on July 12, 2023. Among other changes, this revision:

- Updates the funding plans of six projects with Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds;
- Updates the funding plan of Water Emergency Transportation Authority's (WETA) Fixed Guideway Connectors project to reflect the programming of \$8.5 million in Ferry Boat Program (FBP) funds; and
- Updates the funding plans of three individually-listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program.

The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$8.5 million in FBP funds. MTC's 2023 TIP, as revised with Revision No. 2023-14, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-15 is an amendment that revises 23 projects with a net funding increase of approximately \$385 million. The revision was referred by the Programming and Allocations Committee on July 12, 2023, and approved by the MTC Commission on July 26, 2023. Caltrans approval was received on August 17, 2023, and final federal approval was received on August 20, 2023. Among other changes, this revision:

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

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

Revision 2023-16 is an administrative modification that revises 13 projects with a net funding increase of \$166.2 million. The revision was approved into the Federal-Statewide TIP by the Chief Deputy Executive Director on August 3, 2023. Among other changes, this revision:

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

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- Updates the funding plans of two individually-listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program; and
- Updates the funding plans and back-up listings of the Highway Bridge Program (HBP), Highway Safety Improvement Program (HSIP) and four State Highway Operation and Protection Program (SHOPP)-funded group listings to reflect the latest information from Caltrans.

The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$160.4 million in SHOPP, \$498,666 in Bridge-Seismic Bond and \$3.9 million in HBP funds. MTC's 2023 TIP, as revised with Revision No. 2023-16, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-17 is an administrative modification that revises 12 projects with a net funding increase of \$13.5 million. The revision was approved into the Federal-Statewide TIP by Section Director, Funding Policy & Programs, on August 30, 2023. Among other changes, this revision:

- Updates the funding plan of two projects to reflect changes in the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Active Transportation Program (ATP);
- Updates the funding plan of five projects to reflect the addition of Community Project Funding/Congressionally Directed Spending (CPF/CDS) funds, Repurposed Earmark funds, and reprogramming of Ferry Boat Program (FBP) funds;
- Updates the funding plans of two individually-listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program; and
- Updates the funding plan and back-up listing of one State Highway Operation and Protection Program (SHOPP)-funded group listing to reflect the latest information from Caltrans.

The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$4.8 million in CPF/CDS funds, \$146,577 in Repurposed Earmark funds, and \$9.2 million in SHOPP funds. MTC's 2023 TIP, as revised with Revision No. 2023-17, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-18 is an amendment that revises 28 projects with a net funding increase of approximately \$217 million. The revision was referred by the Programming and Allocations Committee on September 13, 2023, and approved by the MTC Commission on September 27, 2023. Caltrans approval was received on October 12, 2023, and final federal approval was received on October 13, 2023. Among other changes, this revision:

- Adds four new Active Transportation Program funded projects into the TIP;
- Adds six new projects and updates the funding plans of two existing projects to reflect changes in the One Bay Area Grant (OBAG) 2 and 3 programs;
- Adds six new projects and updates five existing projects to reflect changes in the Transit Capital Priorities Program;

- Adds Woodside's Woodside Road Bicycle and Pedestrian Improvements East of I-280 and Santa Clara's Anna Drive Neighborhood Flood Protection projects to the TIP to reflect the award of Community Project Funding/Congressionally Directed Spending funds;
- Updates the funding plan of Santa Rosa CityBus's Electric Bus Replacement project to reflect the award of \$9.9 million in FTA discretionary Low- and No-Emission Vehicle Program funds; and
- Updates the funding plan of the Contra Costa Transportation Authority's I-80/San Pablo Dam Rd Interchange Reconstruction project to reflect the award of \$19.7 million in Trade Corridor Enhancement Program funds.

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

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

- Updates the funding plan of Alameda County Transportation Commission's East Bay Greenway Multimodal project to change the fund source of \$39.4 million in RTP-LRP to SB1 Solutions for Suggested Corridors Program (SCCP) funds;
- Updates the funding plans of four individually-listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program; and
- Updates the funding plans and back-up listings of five State Highway Operation and Protection Program (SHOPP)-funded group listing to reflect the latest information from Caltrans.

The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$39.4 million in SB1 SCCP funds and \$153.5 million in SHOPP funds. MTC's 2023 TIP, as revised with Revision No. 2023-19, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-20 is an administrative modification that revises 6 projects with a net funding decrease of \$25.9 million. The revision was approved into the Federal-Statewide TIP by the Chief Deputy Executive Director, on November 6, 2023. Among other changes, this revision:

- Updates the funding plan of Alameda County Transportation Commission's East Bay Greenway Multimodal project to change the fund source of \$39.4 million in RTP-LRP to SB1 Solutions for Suggested Corridors Program (SCCP) funds;
- Updates the funding plans of four individually-listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program; and
- Updates the funding plans and back-up listings of five State Highway Operation and Protection Program (SHOPP)-funded group listing to reflect the latest information from Caltrans.

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The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$59.1 million in HBP funds, \$7.1 million in LBSRA funds, \$2 million in CPF/CDS funds, and \$760,000 in PROTECT funds. MTC's 2023 TIP, as revised with Revision No. 2023-20, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-21 is an amendment that revises 13 projects with a net funding increase of approximately \$199.2 million. The revision was referred by the Programming and Allocations Committee on November 8, 2023, and approved by the MTC Commission on November 15, 2023. Caltrans approval was received on January 4, 2024, and final federal approval was received on January 5, 2024. Among other changes, this revision:

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

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

Revision 2023-22 is an administrative modification that revises 54 projects with a net funding decrease of \$14.9 million. The revision was approved into the Federal-Statewide TIP by the Chief Deputy Executive Director, on December 8, 2023. Among other changes, this revision:

- Updates the funding plans of 47 regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned and actual obligations;
- Updates the funding plans of three projects to reflect the addition of Repurposed Earmark funds, Caltrans Settlement fees, and reprogramming of Ferry Boat Program (FBP) funds;
- Updates the funding plans of two individually-listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program; and
- Updates the funding plans and back-up listings of the Highway Bridge Program (HBP) and the Highway Safety Improvement Program (HSIP) funded group listings to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$50,000 in Repurposed Earmark funds, \$2.5M in FBP funds, \$50,000 in Regional Improvement Program (RIP) funds, \$32.6 million in HBP funds, \$313,000 in Local Bridge Seismic Retrofit Account (LBSRA) funds, and \$1.2 million in HSIP

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

Revision 2023-23 is an amendment that revises 10 projects with a net funding increase of approximately \$30.6 million. The revision was referred by the Programming and Allocations Committee on December 13, 2023, and approved by the MTC Commission on December 20, 2023. Caltrans approval was received on February 1, 2024, and final federal approval was received on February 2, 2024. Among other changes, this revision:

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

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

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

- Updates the funding plans of six regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds;
- Updates the funding plans of four individually-listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program;
- Updates the funding plan of the Golden Gate Bridge Seismic Retrofit project to reflect the award of a \$400 million Bridge Investment Program (BIP) Grant; and
- Updates the funding plans and back-up listings of the Federal Lands Highways Program and Tribal Transportation Program (FLHP-TTP) and three State Highway Operation and Protection Program (SHOPP)-funded group listings to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$4.8 million in FLHP-TTP funds and \$61.3 million in SHOPP funds. MTC's 2023 TIP, as revised with Revision No. 2023-24, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-25 is an amendment that revises 23 projects with a net funding increase of \$301.7 million. The revision was referred by the Programming and Allocations Committee on January 10, 2024, and approved by the MTC Commission on January 24, 2024. Caltrans approval was

Attachment B
MTC Resolution No. 4545
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received on February 15, 2024, and final federal approval was received on February 16, 2024. Among other changes, this revision:

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

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

Revision 2023-26 is an administrative modification that revises 21 projects with a net funding increase of \$11.5 million. The revision was approved into the Federal-Statewide TIP by the Chief Deputy Executive Director, on February 6, 2024. Among other changes, this revision:

- Updates the funding plans of 19 regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds;
- Updates the funding plan of MTC's Lifeline Transportation Program Group Listing to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program; and
- Updates the funding plan of MTC's 511 Carpool and Vanpool Programs project to reflect a fund source change of \$2.2 million from Federal Transit Administration (FTA) Urbanized Area Formula Grant funds (FTA 5307) to CMAQ funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$1,685,000 Regional Improvement Program (RIP) funds. MTC's 2023 TIP, as revised with Revision No. 2023-26, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-27 is an amendment that revises 13 projects with a net funding increase of \$189.1 million. The revision was referred by the Programming and Allocations Committee on February 14, 2024, and approved by the MTC Commission on February 28, 2024. Caltrans approval is expected in March, and final federal approval is expected in April 2024. Among other changes, this revision:

- Adds six new projects to the TIP and update three existing projects to reflect changes in the One Bay Area Grant (OBAG) 2 and 3 programs, Carbon Reduction Program (CRP), and Transit Capital Priorities (TCP) program;
- Adds Alameda County's Lower San Lorenzo Creekway Trail project to the TIP to reflect the award of \$17.2 million in Active Transportation Program (ATP) funds;
- Adds Alameda County Transportation Commission's (ACTC) I-80 Gilman Interchange Improvements project to reflect the awards of \$2 million in a Repurposed Earmark and

Attachment B
MTC Resolution No. 4545
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\$3.7 million in State Transportation Improvement Program (STIP) supplemental funds; and

- Adds San Francisco Municipal Transportation Agency's (SFMTA) Howard Streetscape Improvement project to the TIP to reflect the award of \$23 million in FY22 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant.

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

Revision 2023-28 is a pending administrative modification.

Revision 2023-29 is an amendment that revises 48 projects with a net funding increase of \$495 million. The revision was referred by the Programming and Allocations Committee on April 10, 2024, and approved by the MTC Commission on April 24, 2024. Caltrans approval is expected in May, and final federal approval is expected in June 2024. Among other changes, this revision:

- Adds five new projects to the TIP and updates six existing projects to reflect changes in the One Bay Area Grant (OBAG) 2 and 3 programs, and Carbon Reduction Program (CRP);
- Adds eight new projects and updates two existing projects to reflect changes in Community Project Funding/Congressionally Directed Spending (CPF/CDS), Safe Streets and Roads for All (SS4A), Passenger Ferry Grant Program (PFGP), and Railroad Crossing Elimination (RCE) Program funds;
- Adds 14 new projects and updates five existing projects to reflect changes in the Transit Capital Priorities (TCP) program; and
- Adds four new projects and updates three existing projects to reflect changes in the Active Transportation Program (ATP), Local Partnership Program (LPP), and other locally funded projects.

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0382 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 3/4/2024 **In control:** Programming and Allocations Committee
On agenda: 4/10/2024 **Final action:**
Title: Concurrence Request for State Transportation Improvement Program (STIP) Amendment for San Mateo County.

Sponsors:

Indexes:

Code sections:

Attachments: [8g 24-0382 Summary Sheet SMCCAG STIP Amendment.pdf](#)
[8g 24-0382 Attachment A SMCCAG Request Letter.pdf](#)
[2e 24-0382 Summary Sheet SMCCAG STIP Amendment.pdf](#)
[2e 24-0382 Attachment A SMCCAG Request Letter.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Concurrence Request for State Transportation Improvement Program (STIP) Amendment for San Mateo County.

Presenter:

Karl Anderson

Recommended Action:

Commission Approval

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee****April 10, 2024****Agenda Item 2e-24-0382****Concurrence Request for State Transportation Improvement Program (STIP)
Amendment for San Mateo County**

Subject:

Concurrence with State Transportation Improvement Program (STIP) Amendment Request to add the SR 92/US 101 Interchange Area Improvement project to the 2024 STIP.

Background:

The City/County Association of Governments of San Mateo County (C/CAG) requests MTC's concurrence for a STIP amendment to program \$1.7 million in available STIP county shares to the construction support phase of the SR 92/US 101 Interchange Area Improvement project in Fiscal Year (FY) 2024-25 of the 2024 STIP.

MTC adopted the 2024 Regional Transportation Improvement Program (RTIP) program of projects on December 13, 2023, which forms part of the STIP. C/CAG requested programming all of the county's available shares across two capital projects, \$29 million for the US 101 Managed Lanes I-380 to SF County Line project, \$5 million for the Manor Drive Overcrossing Improvement project in Pacifica, and \$1 million for Planning, Programming, and Monitoring (PPM) in the 2024 RTIP. However, the CTC did not recommend programming STIP funds to the US 101 Managed Lanes I-380 to SF County Line project. CTC deemed the project ineligible for 2024 STIP funds since the project funding plan relies on funding from the 2026 Senate Bill 1 (SB 1) Solutions for Congested Corridors (SCC) Program and not the 2024 SCC program. Therefore, to best utilize the available STIP capacity C/CAG is proposing to amend the SR 92/US 101 Interchange Area Improvement project into the STIP in FY 2024-25.

The SR 92/US 101 Interchange Area Improvement project will improve local access from US-101 and provide operation improvements at the US-101/SR-92 interchange ramps that reduce weaving conflicts and improve safety. The construction will include four build packages consisting of widened existing loop connectors, improved connection ramps, realigned off-ramps, and extended off-ramps.

Since this action proposes to amend the STIP to add a new project to the STIP, Commission action is required to concur with the proposed amendment consistent with the 2024 RTIP

Policies and Procedures (MTC Resolution No. 4603). Staff also notes that the MTC Commission allocated \$19.3 million in RM3 funds for the SR 92/US 101 Interchange Area Improvement project last month. This STIP programming action, along with an anticipated allocation at the June CTC meeting, will finalize the funding plan and keep the project on schedule.

The current and proposed 2024 STIP programming is shown below.

Existing Programming: None

Proposed Programming:

<u>PPNO</u>	<u>Sponsor</u>	<u>Phase</u>	<u>Amount</u>	<u>FY</u>	<u>Title</u>
<u>0668D</u>	<u>Caltrans</u>	<u>CON-SUP</u>	<u>\$1,685,000</u>	<u>24/25</u>	<u>SR 92/US 101 Interchange Area Improvements Project</u>

The CTC is scheduled to notice the proposed STIP amendment at its May meeting and is expected to act on the amendment at the June 27-28, 2024 meeting.

Issues:

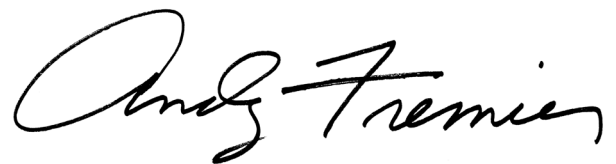
None.

Recommendations:

Approve the requested STIP amendment concurrence from C/CAG and direct staff to send a letter of concurrence to Caltrans and CTC.

Attachments:

- Attachment A: C/CAG STIP Programming Request Letter



Andrew B. Fremier



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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

November 1, 2023

Karl Anderson
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

RE: 2024 STIP Document Submittal

Dear Mr. Anderson:

Per the MTC Call for Projects Guidance, below is a description and documentation of the necessary documents for submittal, outreach effort, and board approval undertaken for the call for projects in San Mateo County for the 2024 STIP. All files can be found in the [2024 STIP-CCAG of San Mateo](#) folder.

Attachment 1: Final List of 2024 STIP Projects - Board Approval of 2024 STIP

- On October 12, 2023, 2024 STIP for San Mateo County approval at C/CAG Board.
 - Staff Report
 - Resolution 23-94

Attachment 2: Draft Electronic Project Programming Request (ePPR) Forms from CalSMART

- 0668D- SR 92/US 101 Short Term Area Improvements
 - 0658M - US 101 Managed Lane Project North of I-380
 - NEW – Highway 1/Manor Drive Overcrossing Improvement Project
 - 2140A - Planning, programming, and monitoring (CMA)
- See page 5 of the .pdf for additional information

Attachment 3: Final Approved PSRs for New Projects (Cover pages only, full version available via download link), Performance Measure Analysis, Complete Streets Checklist

- Project Study Report (PSR)
 - Highway 1/Manor Drive Overcrossing Improvement Project
- Performance Measure Analysis
 - 0658M - US 101 Managed Lane Project North of I-380
- Complete Streets Checklist
 - Highway 1/Manor Drive Overcrossing Improvement Project
 - Complete Streets Matrix

Attachment 4: Resolutions of Local Support for New Projects

- Resolution of Local Support
 - Highway 1/Manor Drive Overcrossing Improvement Project

Attachment 5: Public Outreach

- 7/20/23 Email Solicitation to Public Works Directors



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- 8/17/2023, 9/21/2023, STIP Report to TAC Committee
- 9/25/23, 10/30/23 STIP Report to CMEQ Committee
- 9/14/23, 10/12/23 STIP Report to C/CAG Board

Please contact me (jlacap@smcgov.org) if you have any questions.

Thank you,

A handwritten signature in black ink, appearing to read "Jeffrey Lacap", is positioned below the "Thank you," text.

Jeffrey Lacap
Transportation Systems Coordinator

CC: Sean Charpentier, C/CAG Executive Director
Enclosure: Attachments as stated

C/CAG AGENDA REPORT

Date: October 12, 2023

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 23-94 approving the Proposed 2024 State Transportation Improvement Program (STIP) for San Mateo County and also authorize the C/CAG Executive Director to negotiate with the Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) to make minor modifications as necessary. (Special voting procedures apply).

(For further information or questions, contact Jeff Lacap at jlacap@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve of Resolution 23-94 approving the Proposed 2024 State Transportation Improvement Program (STIP) for San Mateo County and also authorize the C/CAG Executive Director to negotiate with the Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) to make minor modifications as necessary.

FISCAL IMPACT

There is not any direct fiscal impact to C/CAG other than staff time. Upon CTC approval, the STIP funds will be allocated to project sponsors directly.

SOURCE OF FUNDS

Funding for the 2024 STIP Program will come from both state and federal funding sources.

BACKGROUND

2024 STIP

The State Transportation Improvement Program (STIP) is the biennial five-year plan for future allocations of state transportation funds. It is a five-year document adopted every two years by the California Transportation Commission (CTC) to program certain portions of the gas tax for transportation projects. The Program is developed in coordination with the Metropolitan Transportation Commission (MTC).

On June 28, 2023, Caltrans presented the draft STIP Fund Estimates for the upcoming five-year period (FY 2024-25 through FY 2028-29) to the California Transportation Commission (CTC). The CTC is scheduled to adopt this estimate at their August 16, 2023 meeting. MTC is scheduled to adopt regional STIP policy and procedures at the September 21, 2023 Commission meeting. MTC Staff shared detailed fund estimates for San Mateo County along with the rest of the Bay Area region on Jun 30, 2023. San Mateo County is projected to receive approximately \$37 million from the 2024

STIP. C/CAG Staff will use this as a working estimate, which may later be adjusted by CTC upon adoption of the final STIP Fund Estimate. The 2024 STIP identifies net new capacity only in the outer two years of the 2024 STIP, FY 2027-28 and FY 2028-29. Therefore, 2024 STIP funds can only be programmed within those two fiscal years.

For San Mateo County, C/CAG is the designated agency responsible for developing the regional share of the STIP. STIP candidate projects must be consistent with the Regional Transportation Plan as well as the County's Congestion Management Plan. In addition, projects must have an approved Project Study Report (PSR). A full funding plan is required for a project phase in order to program STIP funds. Also, projects in excess of \$50 million in total project cost must include a project level benefit evaluation, including lifecycle cost benefit analysis.

The last adopted cycle of the 2022 STIP covered the period between FY 2022-23 through FY 2026-27. Funds previously programmed for highway projects as adopted in the 2022 STIP are still committed; however, the timing of those funds being available is not guaranteed. CTC may also reprogram current projects into later years.

Staff collaborated with partner transportation agencies such as Caltrans and the San Mateo County Transportation Authority as well as Public Works Directors in identifying top regional projects that supports the continued policy of directing the STIP funds towards major highway improvement projects of regional significance in order to best leverage other state and federal funds (such as SB1) in addition to the San Mateo County Transportation Authority Highway Program funds.

At the August 17th C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC) meeting, the City of Redwood City requested that US-101/SR-84 Interchange Project be considered for STIP funding for construction funds. Additionally, the City of Pacifica provided staff additional information on the construction schedule for the Highway 1/Manor Drive Overcrossing Project after the packet for the CMP TAC meeting was released. At the meeting, staff proposed an addendum to the published draft list to include funding the project from the City of Pacifica since the construction phase aligns with the availability of the 2024 STIP funds. The CMP TAC did not take action to allow staff time to gather more information on both projects and returned to the TAC in September. Upon review of the project timeline, the construction phase of the US-101/SR-84 Interchange Project does not align with the availability of the 2024 STIP funds.

The C/CAG Congestion Management and Environmental Quality (CMEQ) Committee recommended approval of the Draft 2022 STIP at their August 28th, 2023 meeting and the C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC) recommended approval of the Draft 2022 STIP at their September 21st, 2023 meeting. The Draft 2024 STIP, including its proposed technical changes and new project proposals, was presented to the C/CAG Board at their September 14, 2023 meeting for review and received no comments.

Below are the highlights of the 2024 STIP:

- \$29,888,000 in to fund the construction phase of the US-101 Managed Lanes Projects – North of I-380, in FY27-28.
- \$5,000,000 to fund the construction phase of the Highway 1/Manor Drive Overcrossing Improvement Project in FY27-28.
- \$2,230,000 to fund the closeout phase of the US-101 Express Lanes Project – Whipple to I-380. This funding reflects previously allocated STIP funds to this project which was returned

to the 2024 STIP Fund Estimate.

An additional programming action is to fund \$1,685,000 million to the 92/101 Area Improvement Project. As part of the 2022 STIP, approximately \$3 million in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds was available for funding projects and the 92/101 Area Improvement Projects received \$1,685,000 and the Northern Cities Smart Corridor Project received \$1,412,000 in CRRSAA funds. When the national debt ceiling negotiations occurred in May 2023, it led to a rescission of all unallocated CRRSAA funds, which originally had an allocation deadline of September 2024.

To save all of the County's CRRSAA funds, a decision was made to move all \$3 million of the funding to the Smart Corridor project, which was ready for construction funding allocation, and backfill the 92/101 Area Improvements Project with regular STIP funding. At the August CTC meeting, the Commission provided \$3 million in state funds in exchange for the federal CRRSAA funds on the Smart Corridor project and will continue on with the construction phase. MTC has instructed staff to formally program \$1,685,000 in regular STIP as part of the 2024 STIP update.

MTC Complete Streets Policy

Adopted in 2022, the Metropolitan Transportation Commission's (MTC) Complete Streets Policy (Resolution 4493) promotes the development of transportation facilities that accommodate all modes (walking, biking, rolling, and taking transit). In accordance with the Policy, project sponsors applying for regional discretionary transportation funding or endorsement from MTC with a total project cost of \$250,000 or more are required to complete a Complete Streets Checklist. The checklists are then reviewed by the County Transportation Agency (CTA) Bicycle and Pedestrian Advisory Committee (BPAC), and any comments from the C/CAG BPAC will be incorporated as part of the submittal to MTC. This Policy only applies to projects that have not previously received STIP funds.

Of the final four proposed projects that will be considered for 2024 STIP funding, only the City of Pacifica's Manor Drive Overcrossing Project needs to adhere to the Complete Streets Policy. The Manor Drive Overcrossing Project is a new project, and it has not previously received STIP programming. The C/CAG BPAC confirmed receipt of the Manor Drive Overcrossing Project and provided comments at their September 28th meeting.

Recommendation

The MTC adopted the regional policies on September 27, 2023; MTC staff has directed C/CAG to submit a project summary listing of projects to MTC by October 6, 2023 and a final project listing and other necessary documents by November 1, 2023.

Upon approval by the C/CAG Board, the proposed 2024 STIP for San Mateo County will be forwarded to the Metropolitan Transportation Commission (MTC) for inclusion in the Bay Area regional STIP proposal, also known as the Regional Transportation Improvement Program (RTIP). If approved by the MTC, as scheduled on December 20, 2023, the proposal will be forwarded to the California Transportation Commission (CTC) for approval in March 2024. During the coming months, it is anticipated Bay Area-wide and statewide negotiations will take place regarding the exact amount of funds available for each county in each fiscal year.

Staff requests that the C/CAG Board review and approve of Resolution 23-94 approving the Proposed 2024 State Transportation Improvement Program (STIP) for San Mateo County and also authorize the

C/CAG Executive Director to negotiate with the Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) to make minor modifications as necessary.

ATTACHMENTS

1. Resolution 23-94
2. Summary of Proposed 2024 STIP for San Mateo County

2024 STIP Program - San Mateo County

			Project Totals by Fiscal Year (\$1,000's)								Project Totals by Component (\$1,000's)					
	Lead Agency	PPNO	Project	Prior Info Only	23-24	24-25	25-26	26-27	27-28	28-29	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Projects	SM C/CAG	668D	SR 92/US 101 Short Term Area Improvements	5,628	1,685								2,411	3,217		1,685
	Redwood City	692K	Woodside Interchange Improvements	8,000							8,000					
	South San Francisco	702D	Produce Interchange - Improvements	5,000										5,000		
	Daly/Bris/Colma	658G	ITS Improvements in San Mateo Northern Cities - (Daly City, Brisbane, and Colma)	9,312								9,312				
	SM C/CAG	658M	US 101 Managed Lane Project North of I-380			5,477	1,700		31,290			31,290		5,477	1,700	
	Pacifica	NEW	Highway 1/Manor Drive Overcrossing Improvement Project						5,000			5,000				
Admin	SM C/CAG	2140A	Planning, programming, and monitoring (CMA)	236	236	308	308	309	309	270						

2024 STIP

Available capacity for 2024 STIP: \$36,290

The 2024 STIP Fund Estimate identifies net new capacity only in the two years added to the STIP, FY 2027-28 and FY 2028-29.

Formally programs \$1,685,000 in regular STIP as part of the 2024 STIP update.

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	03/15/2024 13:40:26
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
04	2Q800	0149000050	0668D	City/County Association of Governments of San Mateo Coun	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Mateo County	101	10.900	12.100	San Mateo County Transportation Authority	
San Mateo County	92	R 11.800	R 13.400	MPO	Element
				MTC	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Van Ocampo			650-599-1460	vocampo@smcgov.org	

Project Title

SR 92/US 101 Interchange Area Improvement Project

Location (Project Limits), Description (Scope of Work)

The project is located in the cities of San Mateo and Foster City, on 04-SM-US 101 (PM 10.9 to 12.1) and SR 92 (PM R11.8 to R13.4).
Description: Construct highway interchange improvements including four (4) builds which consist of widen existing loop connectors, improve connection ramps, realign off-ramps, and extend off-ramps. The highway improvements at the US 101/SR 92 Interchange and its vicinity will improve traffic flow and safety, reduce weaving conflicts, and improve local access to and from US 101.

Component	Implementing Agency
PA&ED	Caltrans HQ
PS&E	Caltrans HQ
Right of Way	Caltrans HQ
Construction	Caltrans HQ

Legislative Districts

Assembly:	19	Senate:	8	Congressional:	14
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Project Milestone	Existing	Proposed
Project Study Report Approved	10/29/2019	
Begin Environmental (PA&ED) Phase	04/15/2020	04/15/2020
Circulate Draft Environmental Document	01/15/2021	01/15/2021
Draft Project Report	01/15/2021	01/15/2021
End Environmental Phase (PA&ED Milestone)	08/15/2021	08/15/2021
Begin Design (PS&E) Phase	10/15/2021	03/02/2022
End Design Phase (Ready to List for Advertisement Milestone)	01/15/2023	12/15/2023
Begin Right of Way Phase	08/15/2021	05/02/2022
End Right of Way Phase (Right of Way Certification Milestone)	01/15/2023	12/15/2023
Begin Construction Phase (Contract Award Milestone)	04/15/2023	07/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)	06/15/2024	12/15/2029
Begin Closeout Phase	06/15/2024	12/15/2029
End Closeout Phase (Closeout Report)	12/15/2025	12/15/2031

Date 03/15/2024 13:40:26

Purpose and Need

Purpose: Improve local access from US-101 and provide operation improvements at the US-101/SR-92 interchange ramps that reduce weaving conflicts and improve safety. Need: There is a need to implement improvements due to the substantial delay and congestion within the US-101/SR-92 interchange caused by heavy traffic volumes and inefficient weaving and merging at the interchange ramp connections. The also resulted in higher than average collision rates at ramp and connector locations throughout the project limits.

NHS Improvements	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class	1	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs

Category	Outputs	Unit	Total
State Highway Road Construction	Operational improvements	EA	4

Date 03/15/2024 13:40:26

Additional Information

The proposed project is anticipated to improve traffic operations with relatively low implementation costs.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	27	45	-18

District	County	Route	EA	Project ID	PPNO
04	San Mateo County, San Mateo County	101, 92	2Q800	0149000050	0668D
Project Title					
SR 92/US 101 Interchange Area Improvement Project					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	2,411							2,411	
PS&E	3,967							3,967	
R/W SUP (CT)	100							100	
CON SUP (CT)		1,685						1,685	
R/W	125							125	
CON	42,315							42,315	
TOTAL	50,303	1,685						50,603	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	2,411							2,411	
PS&E	3,217							3,217	
R/W SUP (CT)									
CON SUP (CT)		1,685						1,685	
R/W									
CON									
TOTAL	5,628	1,685						7,313	

Fund #2:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									San Mateo County Transportation Au
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									RM 3
PS&E	750							750	
R/W SUP (CT)	75							75	
CON SUP (CT)									
R/W	125							125	
CON	22,063							22,063	
TOTAL	23,013							23,013	
Fund #3:	Local Funds - Bridge Tolls - Regional Measure 3 (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commis
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)	25							25	
CON SUP (CT)									
R/W									
CON	19,252							19,252	
TOTAL	19,277							19,277	

Fund #4:	Federal Disc. - Congressional Member Request (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,000							1,000	
TOTAL	1,000							1,000	



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0426 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 3/8/2024 **In control:** Programming and Allocations Committee
On agenda: 4/10/2024 **Final action:**
Title: MTC Resolution Nos. 4202, Revised and 4505, Revised. Revisions to the One Bay Area Grant (OBAG 2 and 3) programs, including programming \$157,000 in OBAG 2 Mobility Hubs funds to the City of Burlingame's Caltrain Station Burlingame Square Transit Hub and clarifications to OBAG 3 County & Local Program compliance requirement language.

Sponsors:

Indexes:

Code sections:

Attachments: [8h 24-0426 Summary Sheet MTC Resolutions 4505 4202.pdf](#)
[8h 24-0426 MTC Resolution 4505 Revised.pdf](#)
[8h 24-0426 MTC Resolution 4202 Revised.pdf](#)
[2f 24-0426 Summary Sheet MTC Resolution Nos 4505 4202.pdf](#)
[2f 24-0426 MTC Resolution No 4505 Revised.pdf](#)
[2f 24-0426 Appendix A-1 MTC Resolution No 4505 Revised.pdf](#)
[2f 24-0426 Attachment A MTC Resolution No 4505 Revised.pdf](#)
[2f 24-0426 MTC Resolution No 4202 Revised.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4202, Revised and 4505, Revised. Revisions to the One Bay Area Grant (OBAG 2 and 3) programs, including programming \$157,000 in OBAG 2 Mobility Hubs funds to the City of Burlingame's Caltrain Station Burlingame Square Transit Hub and clarifications to OBAG 3 County & Local Program compliance requirement language.

Presenter:

Thomas Arndt

Recommended Action:

Commission Approval

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

April 10, 2024

Agenda Item 2f-24-0426

MTC Resolution Nos. 4202, Revised and 4505, Revised

Subject:

Revisions to the One Bay Area Grant (OBAG 2 and 3) programs, including programming of \$157,000 in OBAG 2 Mobility Hubs funds to the City of Burlingame's Caltrain Station Burlingame Square Transit Hub and clarifications to OBAG 3 County & Local Program compliance requirement language.

Background:

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

This month, staff recommend revisions to the OBAG 2 and 3 programs as described below.

OBAG 2 Mobility Hubs Balance

In September 2021, the Commission awarded \$500,000 to the City of Burlingame for the Caltrain Station Burlingame Square Transit Hub as part of the OBAG 2 Mobility Hubs Pilot Program. The City has since experienced schedule delays and cost escalations on this project related to the COVID-19 pandemic and associated supply chain disruptions. In April 2023, the Commission programmed an additional \$239,000 in unprogrammed OBAG 2 Mobility Hub funds to this project, to cover cost increases associated with additional environmental and historical site requirements. This month, staff recommend programming an additional \$157,000 in OBAG 2 Mobility Hubs balances to Burlingame's Mobility Hub project, to cover cost increases associated with higher than anticipated construction expenses and permit fees. With MTC's continued support, this pilot project can be completed as originally envisioned, serving as a valuable demonstration for subsequent rounds of Mobility Hubs investments.

Staff will return to the Commission later this year to recommend programming for the remaining \$332,000 in unprogrammed OBAG 2 Mobility Hub balances, as part of the upcoming OBAG 3 Mobility Hub call for projects.

OBAG 3 Compliance Requirements

In December 2023, the Commission adopted revisions to the OBAG 3 project selection and programming policies to establish a grace period for housing-related County & Local Program requirements. This month, staff recommend additional minor revisions to resolution language associated with other County & Local Program requirements to:

- Clarify and standardize phrasing related to compliance and eligibility, and
- Update references to current MTC policies and resources, as needed.

These updates would not change how staff implement the OBAG 3 County & Local program. Staff are recommending these revisions solely to improve the clarity and usefulness of the resolution documents.

Issues:

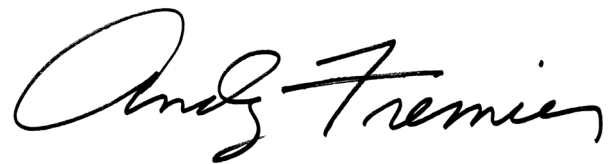
None.

Recommendations:

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

Attachments:

- MTC Resolution No. 4202, Revised
 - Attachment B-1
- MTC Resolution No. 4505, Revised
 - Attachment A
 - Appendix A-1



Andrew B. Fremier

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 04/24/24-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 6

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 6

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4505, Revised

Page 4 of 6

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

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

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

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

On December 20, 2023, Attachments A, B-1, and B-2, and Appendix A-1 were revised to update the Housing Element compliance requirements for the County & Local Program; reprogram \$4,850,000 in Regional and County & Local funds from SFCTA's Yerba Buena Island Multi-

ABSTRACT

MTC Resolution No. 4505, Revised

Page 5 of 6

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.

On April 24, 2024, Attachment A and Appendix A-1 were revised to standardize County & Local Program compliance requirement language.

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

ABSTRACT

MTC Resolution No. 4505, Revised

Page 6 of 6

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, March 13, 2024, and April 10, 2024.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4505

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

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

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

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

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

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

WHEREAS, MTC, in cooperation with transit operators, Caltrans, the Bay Area Air Quality Management District (BAAQMD), Bay Area County Transportation Agencies (CTAs), counties, cities, and interested stakeholders, has developed policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set

forth in Attachments A and B of this Resolution, incorporated herein as though set forth at length; and

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

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

Attachment A
Resolution No. 4505

One Bay Area Grant (OBAG 3) Program

Project Selection and Programming Policies

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

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Appendices

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

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

Background

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

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

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

Program Principles

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

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

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

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

Revenue Estimates

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

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

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

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

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

Program Categories

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

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

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

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

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

REGIONAL PROGRAMS

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

Planning & Program Implementation

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

Growth Framework Implementation

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

Climate, Conservation, and Resilience

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

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

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

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

Complete Streets and Community Choice

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

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

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

Multimodal Systems Operations and Performance

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

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

COUNTY & LOCAL PROGRAMS

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

Planning & Program Implementation

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

Growth Framework Implementation

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

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

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

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

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

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

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

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

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

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

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

Climate, Conservation, and Resilience

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

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

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

Complete Streets and Community Choice

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

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

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

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

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

Multimodal Systems Operations and Performance

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

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

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

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

Project Lists

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

Programming Policies

GENERAL POLICIES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

COUNTY & LOCAL PROGRAM POLICIES

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

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

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

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

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

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

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

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

In addition to these criteria, final project selection will also reflect the relative PDA investment targets per county and the regionwide investment target of \$200 million in active transportation (as described in Program Categories section, above). Consideration will also be given to overall project mix, equity, geographic spread, and to available fund sources and amounts.

POLICY CONSISTENCY

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

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

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

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

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

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

Program Requirements

Sponsor Requirements

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

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

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

provide an update to the Commission on Bay Area jurisdictions' Housing Element certification progress in June 2024.

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

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

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

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

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

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

Project Requirements

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

For each project, sponsors must provide the following:

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

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

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

PDA Minimum Investments

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

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

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

Nomination Targets

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

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

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

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

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

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

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

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

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

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

Outreach Requirements

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

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

Public Engagement

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

At a minimum, MTC and CTAs are required to:

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

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

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

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

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

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

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

Agency Coordination

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

Title VI Responsibilities

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

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

Resources and Documentation

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

- FHWA at <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>;
- Caltrans at http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI;
- MTC at http://www.mtc.ca.gov/get_involved/rights/index.htm; and
- ABAG webinar: "Engage How To! Introduction to Remote Meeting Tools" at <https://abag.ca.gov/our-work/housing/regional-housing-technical-assistance/training>

Additionally, CTAs are encouraged to use the following resources to source MTC pre-approved consultant services for their outreach efforts:

- **Equity Consultant Bench:** for general support with outreach activities, available at https://mtc.ca.gov/sites/default/files/documents/2021-07/Equity_Bench_Consultant_Catalog_2021.pdf; and
- **Translation and Interpreter Services Consultant Bench:** for translation, interpretation, and American Sign Language (ASL) services to ensure meaningful access by Limited English Proficiency (LEP) populations (as required under Title VI) and provide accessibility

accommodations (as required by the Americans with Disabilities Act), available at <http://mtc.legistar.com/gateway.aspx?M=F&ID=5b527bad-4840-4614-8ce8-72d94770e4e6.pdf>.

Both consultant benches include consultant firms pre-qualified by MTC through Request for Qualifications (RFQ) processes which included “Cooperative Use” language, allowing other agencies to use MTC’s processes to satisfy their own contracting and procurement guidelines.

To demonstrate compliance with outreach requirements, CTAs are required to submit the following documentation to MTC staff by September 30, 2022:

- A copy of the CTA’s public outreach and engagement plan, developed in coordination with MTC;
- Copies or text of public notice(s) of opportunities for members of the public to provide input on County & Local Program criteria and/or project nominations, which must include information on how to request language assistance and accessibility accommodations;
- A list of CBOs or other organizations representing potentially impacted groups that the CTA contacted for input on the County & Local Program;
- Dates, times, and locations of public meetings, hearings, and/or workshops where opportunity for public input on the County & Local Program was afforded;
- A summary of public input received during the call for projects process, and how such feedback, and the results of any relevant prior outreach, was used in the CTA evaluation and decision-making process;
- A description of correspondence and/or meetings with all applicable local jurisdictions, transit agencies, and federally-recognized tribal governments informing each of the call for projects opportunity; and
- If information from prior or concurrent outreach efforts was incorporated into the CTA’s call for projects process, a narrative description of these efforts, how the results informed project prioritization, and how the CTA met the minimum public involvement requirements for the OBAG 3 call for projects described above.

County Screening and Evaluation

CTAs, in coordination with MTC, will solicit and collect project applications, screening applicants and projects for program eligibility, and initial scoring and/or ranking of projects. CTAs will develop individual application materials, deadlines, and processes for their county’s call for projects, consistent with these overall program guidelines and subject to approval by MTC staff. At minimum, CTAs must incorporate the following regional criteria into their project evaluations.

- **Eligibility:** CTAs should screen potential sponsors and applications for eligibility with federal and regional requirements. Projects must be:
 - Eligible for STP or CMAQ funds, as detailed in 23 USC Sec. 133 and at <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm> (STP), and in 23 USC Sec. 149 and at http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/ (CMAQ);
 - Consistent with *Plan Bay Area 2050*, available at <https://www.planbayarea.org/>; and

- Meet all OBAG 3 programming policy requirements described in these guidelines and in MTC Resolution 4505.
- **Alignment:** CTAs should evaluate projects for alignment with relevant federal and regional plans and policies. Additional weight should be given to projects that:
 - Are located in PDAs or Transit-Rich Areas (TRAs), identified in locally-adopted plans (e.g. Specific Plans) for PDAs, or support preservation of Priority Production Areas (PPAs), as defined in Chapter 1 of *Plan Bay Area 2050* and available for viewing or download at <https://opendata.mtc.ca.gov/datasets/MTC::plan-bay-area-2050-growth-geographies/about>;
 - Invest in historically underserved communities, which may include projects prioritized in a Community-Based Transportation Planning (CBTP) or Participatory Budgeting process, or projects located within Equity Priority Communities with demonstrated community support. Equity Priority Communities are defined in Chapter 1 *Plan Bay Area 2050* and described at <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>;
 - Are located in jurisdictions with affordable housing protection, preservation, and production strategies, including an emphasis on community stabilization and anti-displacement policies with demonstrated effectiveness;
 - Implement multiple *Plan Bay Area 2050* strategies, described throughout the Plan (in particular, Chapters 2-5), or implementation actions (Chapter 7);
 - Advance Federal Performance Management Goals for safety, asset management, environmental sustainability and system performance, as detailed in 23 USC Sec. 105(b) and at <https://www.fhwa.dot.gov/tpm/about/goals.cfm>;
 - Demonstrate consistency with one or more of the following regional plans and policies:
 - Regional Safety/Vision Zero Policy (MTC Resolution No. 4400): <https://mtc.ca.gov/tools-resources/digital-library/10a-20-0788-resono-4400-regional-safety-vz-policy.pdf>
 - Equity Platform: <https://mtc.ca.gov/about-mtc/what-mtc/equity-platform>
 - Regional Active Transportation Plan (in development): <https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan>
 - Transit Oriented Communities Policy (update pending): <https://mtc.ca.gov/planning/land-use/transit-oriented-development-tod-policy>
 - Blue Ribbon Transit Transformation Action Plan: <https://mtc.ca.gov/sites/default/files/documents/2021-09/Transit Action Plan 1.pdf>
- **Community Support:** CTAs must prioritize project applications with demonstrated public support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low-income and communities of color. Community support may be determined through a variety of means, including (but not limited to):
 - Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, etc.; and

- Endorsement by a Community-Based Organization (CBO) representing historically and potentially impacted populations.
- **Deliverability:** CTAs must evaluate applicants and projects for potential deliverability issues, deprioritizing or excluding projects as needed based on risk. CTAs should ensure that project sponsors have sufficient agency capacity and technical expertise to complete projects in accordance with MTC's Regional Project Delivery Policy (available at <https://mtc.ca.gov/funding/federal-funding/project-delivery>) and meet OBAG 3 deadlines. Project sponsors must be able to obligate OBAG 3 funds no later than January 31, 2027.

CTA project evaluation criteria must be approved by both MTC staff and the CTA's governing board prior to initiating the call for projects activities in their respective county. CTAs may develop separate evaluation frameworks by project type, but each such framework must meet the requirements of this section.

Project Nominations

After completing initial project screening and evaluations, CTAs will submit project nominations and associated documentation to MTC for regional evaluation and project selection. Nomination lists must be approved by the CTA's governing board prior to submission to MTC. CTA project nomination packets are due to MTC by September 30, 2022, and must include the following elements:

- **Nomination List:** list(s) of eligible candidate projects for the OBAG 3 County & Local Program, ranked or scored according to the evaluation criteria developed by the CTA and approved by MTC staff. Nomination lists must comply with all OBAG 3 programming policies, including sponsor and project requirements, PDA minimum investments, and CTA nomination targets.
- **Board Approval:** signed resolution documenting CTA governing board action approving the County & Local Program project nomination list.
- **Outreach Documentation:** materials verifying CTA compliance with outreach requirements as described above.
- **Compliance Checklists:** completed checklists and supporting documentation affirming compliance with County & Local Program programming policies for both the CTA and each sponsor with a project on the nomination list. Checklists should be completed by the CTA, and must be signed by a signatory authority for the concerned agency. CTA and sponsor checklists are provided through the OBAG 3 webpage (available at www.mtc.ca.gov/obag3) under "Partner Agency Resources."

Regional Project Evaluation

Using the nomination packets provided by the CTAs, MTC staff will form a review committee composed of multidisciplinary group of staff members to complete a regional project evaluation process and develop a recommended subset of projects for adoption by the Commission. This process will consist of the following steps:

- **Eligibility Review:** MTC staff will review submitted documentation and ensure CTA, sponsor, and project compliance with applicable federal and regional policies. Any issues identified will be

communicated to CTA staff, and projects with unresolved issues will be excluded from further consideration.

- **Regional Criteria:** members of the review committee will score projects using the following rubric:
 - CTA Prioritization (75 points): relative CTA project rank or score, scaled to a range of 0-75 and normalized across CTAs.
 - Regional Impact (15 points): project alignment with *Plan Bay Area 2050* strategies, anticipated effectiveness in advancing regional objectives, and contribution to regionally significant networks or facilities.
 - Deliverability (10 points): sponsor capacity to deliver the specified project, including consideration of prior performance on MTC-funded projects, and any anticipated risk to the project development schedule or funding plan.
 - Air Quality Improvement (10 points): for CMAQ-eligible projects relative cost-effectiveness of projects in reducing emissions for criteria air pollutants for the San Francisco Bay Area Air Basin and additional consideration for PM2.5 reducing projects.
- **Project Ranking Process:** candidate projects will be ranked according to their average review committee score. To ensure that high performing air quality improvement projects are prioritized for CMAQ funding, MTC staff will first develop a recommended list of eligible projects for CMAQ funding using the comprehensive rubric rankings (all eligible projects scored with a maximum possible score of 110 points and ranked from highest to lowest score). All remaining projects, including CMAQ-eligible projects not recommended for funding using this first method, will then be ranked with the air quality improvement portion of the rubric score excluded (all remaining projects scored with a maximum possible score of 100 points and ranked from highest to lowest score). The latter rankings will be used by MTC staff to develop a recommended list of projects for STP funding.
- **Program Balancing:** candidate projects will be initially prioritized according to their ranking as described above. However, to achieve programmatic investment thresholds, and ensure a balanced program of projects, MTC staff may adjust project prioritization based on the following factors:
 - County PDA investment targets;
 - Regionwide investment targets, including Active Transportation and SRTS investments;
 - Relative STP and CMAQ availability; and
 - Overall program balancing for a variety of project types, equitable investments, and geographic spread.

Using this process, MTC staff will develop a draft program of recommended projects for Commission adoption. MTC staff will coordinate with CTA staff to provide comments and feedback on the draft program of projects, and may refine the recommended program of projects accordingly.

Program Approval

The Commission will consider the recommended OBAG 3 County & Local Program projects in January 2023. Projects approved by the Commission for funding will be eligible for programming into the TIP

starting in February 2023. Approved County & Local Program projects and any subsequent revisions by the Commission will be detailed in Attachment B-2.

Projects nominated by CTAs but not selected for funding by the Commission will automatically be considered for future eligible funding opportunities through the OBAG 3 Regional Program, or as additional programming capacity becomes available for the County & Local Program.

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

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

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

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

ABSTRACT

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

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

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

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

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

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

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MTC Resolution No. 4202, Revised

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

On March 28, 2018, Attachment B-1 was revised to distribute the \$1.5 million Community-Based Transportation Planning Program among the nine county Congestion Management Areas (CMAs); clarify the limits of three Freeway Performance Program projects within the Regional Active Operational Management Program; and reflect the programming of \$30,000 in MTC exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

On April 25, 2018, Attachment B-1 was revised to program \$8,200,000 in Priority Conservation Area (PCA) grants within the North Bay PCA Program; \$3,400,000 to Sonoma County Transportation Authority (SCTA) for the Marin Sonoma Narrows B2 Phase 2 project, as part of an exchange agreement in which an equal amount of SCTA's future Regional Transportation Improvement Program (RTIP) funds will be programmed at MTC's discretion; \$7,288,000 in PDA Planning and Implementation grants; and \$500,000 to MTC for PDA Implementation.

On May 23, 2018, Attachments B-1 and B-2 were revised to change the project sponsor from MTC to VTA for the IDEA Program project at the Veteran's Administration Palo Alto Medical Center; redirect funds within the Santa Clara County OBAG 2 County Program to reduce San Jose's West San Carlos Urban Village Streetscape Improvements by \$2,050,000, redirecting \$1,000,000 from the project to Santa Clara's Saratoga Creek Trail Phase 1 and \$1,050,000 to Saratoga's Prospect Rd Complete Streets project; and direct an additional \$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

ABSTRACT

MTC Resolution No. 4202, Revised

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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, 65th Street, and Powell Street projects, and reprogram \$620,000 of these funds to ACTC's Alameda County Safe Routes to School Non-Infrastructure Program, leaving an unprogrammed balance of \$1,267,000 within the Alameda County Program.

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

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

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

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

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

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MTC Resolution No. 4202, Revised

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

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

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

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

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-Marín Area Rail Transit's (SMART's) SMART Pathway, Great Redwood Trail to Novato segment; and reprogram \$250,000 in Solano County Program funds from Vacaville's Vaca Valley/ I-505 Roundabouts projects to the City's Bicycle/Pedestrian Trail Improvements at Fruitvale Road, Briarwood Drive, and Arlene Drive.

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

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

On April 24, 2024, Attachment B-1 was revised to program \$157,000 in unprogrammed balances within the Mobility Hubs Pilot Program to the City of Burlingame's Caltrain Station Burlingame Square Transit Hub.

ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

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

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
April 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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12/20/23-C 02/28/24-C 03/27/24-C 04/24/24-C

OBAG 2 Regional Programs Project List

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

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
April 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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12/20/23-C 02/28/24-C 03/27/24-C 04/24/24-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$696,968,187	\$132,976,260
Santa Rosa/Sonoma County: Renewal Enterprise District	MTC	\$150,000	
San Jose: Urban Villages District Parking & Rezoning	MTC	\$120,000	
BART AB2923 Implementation	BART	\$1,000,000	
Community-Based Transportation Plan (CBTP) Updates	MTC		
ACTC: CMA Planning (for Community-Based Transportation Plans)	MTC	\$300,000	
CCTA: Community-Based Transportation Plans	MTC	\$215,000	
TAM: Community-Based Transportation Plans	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	MTC	\$120,000	
VTA: Community-Based Transportation Plans	MTC	\$300,000	
STA: Community-Based Transportation Plans	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	MTC	\$110,000	
CBTP Program Evaluation	MTC	\$35,000	
3. PDA PLANNING & IMPLEMENTATION		\$20,000,000	
4. CLIMATE INITIATIVES			
Climate Initiatives			
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD	\$10,000,000	
Parking Management Program			
Parking Management - Balance	TBD	\$3,054,406	
BART Variable Parking Pricing Project	BART	\$1,147,000	
Demand-Based Parking Pricing/Curb Mgmt in Business Districts/Ferry Terminals	Alameda	\$742,000	
OakPark+	Oakland	\$1,500,000	
Parking Meter Program Update	Martinez	\$875,000	
Pay or Permit Parking Program Expansion	SFMTA	\$1,494,000	
Port of San Francisco-SFMTA Parking Management Pilot	Port of SF	\$200,000	
Mobility Hubs Pilot Program			
Mobility Hubs Unprogrammed Balance (Revised)	TBD	\$332,360	
Mobility Hubs Technical Assistance	MTC	\$150,000	
BART: MacArthur BART Station	BART	\$539,084	
Burlingame: Caltrain Station - Burlingame Square Transit Hub (Revised)	Burlingame	\$896,000	
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	
4. CLIMATE INITIATIVES		\$23,417,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
Active Operational Management			
AOM Implementation	MTC	\$23,737,000	
Bay Area 511 Traveler Information			
511 Next Gen	MTC	\$26,148,000	
511 Implementation	MTC	\$7,450,000	
Rideshare			
Rideshare Implementation	MTC	\$720,000	
Carpool Program	MTC	\$7,280,000	
Vanpool Program	MTC	\$2,000,000	
Commuter Benefits Implementation	MTC	\$674,000	
Commuter Benefits Program	MTC	\$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)	MTC/NVTA		\$1,100,000
Bay Bridge Forward 2018			
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	AC Transit	\$800,000	
Eastbay Commuter Parking	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat	\$2,000,000	
Bay Bridge Forward 2020			
Preliminary Engineering	MTC	\$12,000,000	
Dumbarton Forward			

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
April 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 04/24/24-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$696,968,187	\$132,976,260
SR 84 (US 101 to I-880) Dumbarton Forward	MTC	\$4,375,000	
Richmond-San Rafael Bridge Forward			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		\$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	MTC		\$1,160,000
Freeway Performance Program			
FPP: I-880 (I-80 to I-280)	MTC	\$3,000,000	
FPP: I-880 Optimized Corridor Operations	MTC	\$2,240,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only	MTC	\$625,000	
FPP: I-80 (Carquinez Bridge to Fremont St., SF) PL only	MTC	\$3,000,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	MTC	\$10,000,000	
FPP: I-80 Central Ave Interchange Improvements	Richmond	\$2,000,000	
FPP: SR 37 (US 101 to I-80) PL only	MTC	\$1,000,000	
FPP: Napa Valley Forward Traffic Calming & Multimodal Imps.	MTC	\$1,000,000	
FPP: US 101 (SR 85 to San Francisco Co. Line)	MTC	\$3,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	SCTA	\$1,000,000	
Program for Arterial System Synchronization (PASS)	MTC	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)			
IDEA Technical Assistance	MTC	\$1,532,000	
IDEA Category 1			
AC Transit: Dumbarton Express Route (SR84)	MTC	\$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	MTC	\$276,000	
Hayward: Various Locations	MTC	\$302,000	
Oakland: Bancroft Ave	MTC	\$310,000	
Pleasanton: Various Locations	MTC	\$290,000	
Union City: Union City Blvd & Decoto Rd	MTC	\$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	MTC	\$563,000	
San Rafael: Downtown San Rafael	MTC	\$830,000	
South San Francisco: Various Locations	MTC	\$532,000	
San Jose: Citywide	MTC	\$1,400,000	
IDEA Category 2			
LAVTA/Dublin: Citywide	MTC	\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	MTC	\$785,000	
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$30,000
Walnut Creek: Various locations (Fund Exchange)	MTC		\$621,000
Los Gatos: Los Gatos Blvd	MTC	\$700,000	
VTA: Veterans Admin. Palo Alto Medical Center	VTA	\$845,000	
Connected Vehicles/Automated Vehicles (CAV)	MTC	\$178,000	
VTA: Palo Alto Advanced Transit Passenger Management	VTA	\$976,000	
SFCTA/TIMMA: Treasure Island Automated Shuttle Pilot	MTC	\$828,000	
Technical Advisory Services	MTC	\$268,000	
Project Evaluations	MTC	\$250,000	
Shared Use Mobility	MTC	\$2,500,000	
Connected Bay Area			
TMS Implementation	MTC	\$2,910,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	MTC/Caltrans	\$9,440,000	
Regional Communications Infrastructure Upgrade - MTC	MTC	\$4,150,000	
Regional Communications Infrastructure Upgrade - Caltrans	Caltrans	\$2,500,000	
Incident Management			
Incident Management Implementation	MTC	\$4,160,000	
I-880 ICM Northern	MTC	\$6,200,000	
I-880 ICM Central	MTC/San Leandro	\$2,640,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		\$172,620,000	\$4,000,000
6. TRANSIT PRIORITIES			
BART Car Replacement/Expansion	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	\$9,760,668	\$30,239,332
Clipper	MTC	\$34,200,000	
Transit Performance Initiative			
Foothill Corridor Planning Study	AC Transit	\$1,500,000	

Attachment B-1

MTC Resolution No. 4202

OBAG 2 Regional Programs

FY 2017-18 through FY 2021-22

April 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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 06/23/21-C 07/28/21-C 09/22/21-C 01/26/22-C 03/23/22-C 04/27/22-C 06/22/22-C
 09/28/22-C 10/26/22-C 03/22/23-C 04/26/23-C 05/24/23-C 06/28/23-C 07/26/23-C
 12/20/23-C 02/28/24-C 03/27/24-C 04/24/24-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$696,968,187	\$132,976,260
MacDonald Avenue Transit Signal Priority - Phase 1	AC Transit	\$2,237,000	
Transit Corridors Study	CCCTA	\$400,000	
Marin County Hwy 101 Part-Time Transit Lane	MCTD/TAM	\$1,107,000	
Napa Valley Transit Safety and Efficiency Improvements	NVTA	\$1,060,000	
29 Sunset Improvements - Phase 2	SFMTA	\$2,959,000	
Muni Forward Five-Minute Network Corridor Planning Program	SFMTA	\$3,038,000	
Third Street Dynamic Traffic Signal Optimization	SFMTA	\$2,000,000	
El Camino Real Mid-County Transit and Multimodal Corridor Plan	SMCTA	\$407,000	
Monterey Road Transit Lane	VTA	\$575,000	
6. TRANSIT PRIORITIES		\$159,043,668	\$30,239,332
7. PRIORITY CONSERVATION AREA (PCA)			
Regional Peninsula, Southern and Eastern Counties PCA Grant Program			
Bay Area GreenPrint: PCA Functionality Imps	MTC/GreenInfo Network		\$30,000
PCA Grant Implementation	MTC/Coastal Conserv	\$525,000	\$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda County		\$321,000
Livermore: Arroyo Road Trail	Livermore		\$400,000
WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland	WOEIP/Urban Biofilte		\$300,000
EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	EBRPD		\$1,000,000
JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	John Muir Land Trust		\$950,000
SFCTA: Yerba Buena Island Multi-Use Pathway (PE/ENV)	SFCTA	\$1,000,000	
San Francisco: McLaren Park and Neighborhood Connections Plan	SF Recreation and Par		\$194,000
San Francisco/Coastal Conservancy: Twin Peaks Trail Improvement	SF Rec and Park/Conse		\$74,000
GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	National Parks Service		\$200,000
SMCHD: Pillar Point Public Access Improvements	San Mateo Co. Harbor		\$298,000
Menlo Park: Bedwell Bayfront Park Entrance Improvements	Menlo Park		\$520,000
San Mateo Co.: Colma Creek Adaptation Study (Colma Creek Connector)	San Mateo Co.		\$110,000
San Mateo Co.: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot	San Mateo Co.		\$137,900
South San Francisco: Sign Hill Conservation and Trail Master Plan	South San Francisco		\$135,100
Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient Imps.	Point Blue Conservatic		\$379,000
SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	Point Blue Conservatic		\$400,000
SCVOSA: Tilton Ranch Acquisition	Santa Clara Valley Op		\$1,000,000
VTA: SR17 Bicycle/Ped Trail & Wildlife Overcrossing (Fund Exchange)	VTA	\$251,000	
North Bay PCA Grant Program			
Marin Co: Wilson Hill Road Rehab. (for Corte Madera: Paradise Dr MUP)	Marin County	\$312,000	
Marin Co: Wilson Hill Road Rehab	Marin County	\$869,000	
Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area Imps.)	Novato	\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.)	Novato	\$265,000	
SMART Pathway: Great Redwood Trail – Novato	SMART	\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	NVTA	\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa County	\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano County	\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma County	\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma County	\$770,000	
7. PRIORITY CONSERVATION AREA (PCA)		\$9,976,000	\$6,949,000
8. BAY AREA HOUSING INITIATIVES			
Bay Area Preservation Pilot (BAPP)	MTC		\$10,000,000
Housing Incentive Pool (HIP)			
HIP Rank 1 - San Francisco: MTC Project Selection Pending	TBD	\$17,563,000	\$18,270,000
HIP Rank 2 - Oakland: MTC Project Selection Pending	TBD	\$10,033,000	
HIP Rank 3 - Fremont: MTC Project Selection Pending	TBD	\$4,098,000	
HIP Rank 4 - San Jose: MTC Project Selection Pending	TBD	\$3,654,000	
HIP Rank 5 - Richmond: MTC Project Selection Pending	TBD	\$2,450,000	
HIP Rank 6 - San Leandro: MTC Project Selection Pending	TBD	\$1,859,000	
HIP Rank 7 - Sunnyvale: MTC Project Selection Pending	TBD	\$1,836,000	
HIP Rank 8 - Mountain View: MTC Project Selection Pending	TBD	\$1,766,000	
HIP Rank 9 - Santa Clara: MTC Project Selection Pending	TBD	\$1,754,000	

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

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$696,968,187	\$132,976,260
HIP Rank 10 - Berkeley: MTC Project Selection Pending	TBD	\$1,508,000	
HIP Rank 11 - American Canyon: MTC Project Selection Pending	TBD	\$1,333,000	
HIP Rank 12 - Redwood City: MTC Project Selection Pending	TBD	\$1,321,000	
HIP Rank 13 - Daly City: MTC Project Selection Pending	TBD	\$1,304,000	
HIP Rank 14 - Santa Rosa: MTC Project Selection Pending	TBD	\$1,292,000	
HIP Rank 15 - San Mateo: MTC Project Selection Pending	TBD	\$959,000	
Sub-HIP Pilot Program			
Fairfield: Pavement Preservation/Rehabilitation (for One Lake Apts. Linear Park Trail)	Fairfield	\$2,100,000	
Vacaville: Pavement Preservation/Rehabilitation (for Allison PDA Affordable Housing)	Vacaville	\$1,900,000	
Marin County: Marin City Pedestrian Crossing Imps.	Marin County	\$300,000	
NVTA: Imola Park and Ride	NVTA	\$300,000	
Santa Rosa: Downtown Multi-modal and Fiber Improvements	Santa Rosa	\$400,000	
8. BAY AREA HOUSING INITIATIVES		\$57,730,000	\$28,270,000
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE			
County & Local			
Alameda			
CTA planning & programming (for Youth and Adult Bicycle Promotion & Education)	ACTC	\$160,000	
Alameda County Safe Routes to Schools	ACTC	\$1,500,000	
CTA planning & programming	ACTC	\$354,000	
AC Transit Tempo Quick Build Transit Lane Delineation	AC Transit	\$300,000	
AC Transit Quick Builds Transit Lanes	AC Transit	\$954,000	
Anita Avenue Safe and Accessible Route to School and Transit	Alameda County	\$2,000,000	
BART Fare Collection Equipment (for Oakland East Bay Greenway Segment II)	BART/Oakland		\$1,000,000
Fremont Boulevard/Walnut Avenue Protected Intersection	Fremont	\$1,271,000	
Fremont Boulevard/Grimmer Boulevard Protected Intersection	Fremont	\$1,415,000	
LAVTA Passenger Facilities Enhancements	LAVTA		\$2,000,000
Oakland 14th Street Complete Streets	Oakland		\$1,000,000
Contra Costa			
CTA planning & programming	CCTA	\$242,000	
BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART Bike Station BART / Lafayette)			\$1,825,000
BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pittsburg/Bay Po BART)			\$1,510,000
East Downtown Concord PDA Access & Safe Routes to Transit	Concord	\$2,164,000	
Richmond 13th Street Complete Streets	Richmond	\$2,821,000	
Marin			
CTA planning & programming	TAM	\$141,000	
Marin County Bus Stop Improvements	Marin Transit	\$1,200,000	
SMART Pathway - San Rafael McInnis Pkwy to Smith Ranch Road	SMART	\$1,858,000	
Napa			
CTA planning & programming	NVTA	\$162,000	
Napa Valley Safe Routes to School	NVTA	\$100,000	
Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts	MTC	\$1,000,000	
San Francisco			
CTA planning & programming	SFCTA	\$180,000	
Downtown San Francisco Congestion Pricing Study	SFCTA	\$200,000	
Embarcadero Station Platform Elevator Capacity & Redundancy	BART	\$3,144,302	
San Francisco Folsom Streetscape	SFMTA		\$5,000,000
Safe Routes to School Non-Infrastructure Program	SFMTA	\$2,100,000	
San Mateo			
CTA planning & programming	C/CAG	\$183,000	
Planning and Programming of safe and seamless mobility	C/CAG	\$200,000	
Burlingame City-Wide Pedestrian Safe Routes and Mobility Imps	Burlingame	\$200,000	
San Bruno Transit Corridor Pedestrian Connection Phase 4	San Bruno	\$385,000	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo County	\$1,419,000	
El Camino Real Grand Boulevard Initiative Phase III	South San Francisco	\$2,120,000	
East of 101 Transit Expansion Project	South San Francisco	\$49,924	\$430,076
Santa Clara			
CTA planning & programming	VTA	\$419,000	
Evaluating on-demand shuttle strategies for improved transit access	VTA	\$200,000	

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

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$696,968,187	\$132,976,260
VTA Electronic Locker Upgrade and Replacement	VTA	\$1,987,000	
Mountain View Stierlin Road Bicycle and Pedestrian Improvements	Mountain View	\$4,007,000	
San Jose Julian Street & McKee Road Vision Zero Complete Streets	San Jose	\$705,000	
San Jose Bascom Avenue Protected Bike Lanes & Complete Street	San Jose	\$690,000	
En Movimiento Quick Build Network for East San Jose	San Jose		\$1,325,000
San Jose - Downtown Bikeways	San Jose	\$4,025,000	
Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR	Saratoga	\$1,800,000	
Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements	Sunnyvale		\$1,900,000
Solano			
CTA planning & programming	STA	\$110,000	
STA Mobility Planning	STA	\$200,000	
Solano Safe Routes to School Non-Infrastructure Program	STA	\$600,000	
Fairfield/Vacaville Hannigan Station Capacity Improvements	Fairfield	\$1,900,000	
Vallejo Springs Rd Pavement Preservation	Vallejo	\$1,800,000	
Sonoma			
CTA planning & programming	SCTA	\$135,000	
Countywide Active Transportation Plan	SCTA	\$200,000	
Cotati Downtown- Civic Center Connectivity and Safety Improvements	Cotati	\$242,000	\$1,008,000
Healdsburg Bike Share	Healdsburg	\$250,000	
Rohnert Park Pedestrian and Bicycle Safety Improvements	Rohnert Park	\$522,000	
Santa Rosa Transit Mall Roadbed Rehabilitation	Santa Rosa		\$868,000
Sebastopol SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancements	Sebastopol	\$476,000	
SMART Pathway - Petaluma Payran to Lakeville	SMART	\$806,000	
Regional & Corridor			
Regional Planning			
FasTrak START Pilot Evaluation Study	MTC	\$900,000	
Diridon Station Planning & Studies	MTC	\$1,000,000	
Regional and Corridor			
Bay Bridge Forward: I-580 WB HOV Lane Extension	MTC/ACTC	\$7,000,000	
Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts	MTC	\$6,000,000	
Redwood City Roosevelt Avenue Quick-Build	Redwood City	\$755,000	
Transit Recovery Blue Ribbon Task Force			
East Bay Integration and Coordination Implementation Planning	CCTA	\$500,000	
Solano Integration and Coordination Implementation Planning	STA	\$500,000	
Accessibility: Clipper for Centralized Program Eligibility Verification	MTC	\$900,000	
Bay Bridge Forward: Preliminary Engineering	MTC	\$1,250,000	
Customer Information: Mapping & Wayfinding	MTC	\$2,791,538	
Unprogrammed Balance	TBD	\$700,000	
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE		\$71,193,764	\$17,866,076
10. REGIONAL STRATEGIC INVESTMENTS (RSI)			
AC Transit Bus Purchase (for Solano I-80 Express Lanes)	AC Transit	\$4,667,000	
SR 84 Ardenwood Intermodal Bus Facility PA&ED (Fund Exchange)	CCJPA	\$100,000	
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC	\$4,000,000	
GGB Suicide Deterrent System	GGBHTD	\$7,910,000	
Pavement Rehab (for Downtown Novato SMART Station)	Novato	\$617,000	
Old Redwood Highway Multi-Use Pathway	Larkspur	\$1,120,000	
Grand Ave Bridge	San Rafael	\$763,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael	\$1,000,000	
US 101 Marin-Sonoma Narrows	TAM	\$2,000,000	
US 101 Marin-Sonoma Narrows (MSN) B7 (Loan for RM3)	TAM	\$61,708,245	\$13,942,852
Diridon Station Planning & Studies	MTC	\$1,000,000	
VTA: Highway 17 Bicycle/Pedestrian Trail and Wildlife Overcrossing (Fund Exch.)	VTA	\$249,000	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo County	\$184,000	
I-80 Express Lanes in Solano County (Loan for RM3)	STA	\$63,464,510	\$3,255,000
I-80 Express Lanes in Solano County (Toll System)	BAIFA		\$28,454,000
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	\$15,400,000	
10. REGIONAL STRATEGIC INVESTMENTS (RSI)		\$164,182,755	\$45,651,852

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
April 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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 12/20/23-C 02/28/24-C 03/27/24-C 04/24/24-C

OBAG 2 Regional Programs Project List

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

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	24-0448	Version:	1	Name:	
Type:	Resolution	Status:		Consent	
File created:	3/14/2024	In control:		Programming and Allocations Committee	
On agenda:	4/10/2024	Final action:			
Title:	MTC Resolution No. 4571, Revised. FY203-24 State Transit Assistance Allocation of \$53 million to Bay Area Rapid Transit to support transit operations and capital projects in the region.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	8i 24-0448 Summary Sheet MTC Resolution 4571.pdf 8i 24-0448 Attachment A Transit Operator Summary.pdf 8i 24-0448 MTC Resolution 4571 Revised.pdf 2g 24-0448 Summary Sheet MTC Resolution No 4571.pdf 2g 24-0448 Attachment A.pdf 2g 24-0448 MTC Resolution No 4571.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4571, Revised. FY203-24 State Transit Assistance Allocation of \$53 million to Bay Area Rapid Transit 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**

April 10, 2024

Agenda Item 2g-24-0448

MTC Resolution No. 4571, Revised

Subject:

Allocation of \$53.0 million in FY2023-24 State Transit Assistance (STA) funds to the San Francisco Bay Area Rapid Transit District (BART) 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 Entity¹ (amounts in millions)

Entity	STA (Res. 4571)	Grand Total
BART	\$53.0	\$53.0
Total	\$53.0	\$53.0

Information regarding the FY 2023-24 operating budgets and current and future operations for BART, is provided in Attachment A.

Issues:

None identified.

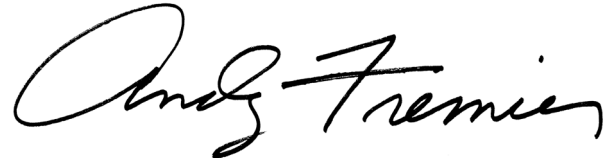
¹Includes all allocations to be approved in the resolutions listed above, the details of which are provided in Attachment A, including allocations for transit capital or planning and administration. Not inclusive of allocations approved by Executive Director's Delegated Authority as allowed by MTC Resolution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

Recommendations:

Refer MTC Resolution No. 4571, Revised to the Commission for approval.

Attachments:

- Attachment A –Transit Operator Budget Summary
- MTC Resolution No. 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".

Andrew B. Fremier

Attachment A - Transit Operator Budget Summary

San Francisco Bay Area Rapid Transit District (BART)

Adopted Operating Budget	\$1.08 billion
FY2022-23 Operating Budget	\$941 million
Increase in Budget Compared to FY2022-23	8%
Projected Ridership (Estimated FY2023-24 as a Percentage of FY 2018-19 actual)	43%
Total Proposed FY2023-24 Operating Allocation ¹	\$53 million
Proportion of Operating Budget Funded with Allocations	5%
Estimated Covid Relief Funding at the end of FY2023-24	\$351 million

Budget and Operating Highlights

BART is a traction power, protected right-of-way commuter rail system that spans over 131 miles of double track and 50 stations. BART serves Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties. BART serves high-frequency urban markets as well as lower-frequency suburban markets.

Prior to the Covid-19 pandemic, fares funded most of BART's operations. In FY2018-19, fare revenue and parking fees provided \$520M in revenue, or 76% of operating expense. As transit ridership recovers gradually across the Bay Area, BART's budget assumes fare revenue and parking fees will amount to \$240M (26% of operating expense) in FY2023-24.

BART's adopted operating budget for FY2023-24 is \$1.08 billion. As part of the FY2023-24 budget process, BART adopted its first two-year budget. FY2024-25 forecasts show ridership beginning at 48% and ending at around 50% of pre-pandemic levels. BART estimates that budget shortfalls will be filled with federal funds until mid FY2024-25.

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

BART is working to improve safety with BART police officers, Ambassadors, and Crisis Intervention Specialists riding trains more frequently. Doubling the frequency of deep cleaning of train cars and pressure washing stations is another significant change that will improve rider experience. Lastly, BART is installing new modern, taller, and stronger fare gates at select stations across the Bay Area with completion scheduled in late 2025.

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 04/24/24-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).

Attachment A of this resolution was revised on April 24, 2024 to allocate funds to the San Francisco Bay Area Rapid Transit District (BART).

ABSTRACT

MTC Resolution No. 4571, Revised

Page 2

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, March 13, 2024, and April 10, 2024.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4571

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

Date: June 28, 2023
Referred by: PAC
Revised: 07/26/23-C 09/27/23-C
10/25/23-C 12/20/23-C
01/24/24-C 02/28/24-C
03/27/24-C 04/24/24-C

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

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5820 - CCR 6730A Operations - Population-based County Block Grant						
AC Transit	Transit Operations	9,243,780	01	06/28/23	AC Transit - Alameda	
AC Transit	Transit Operations	2,841,073	02	06/28/23	AC Transit - Contra Costa	
CCCTA	Transit Operations	6,658,319	03	06/28/23	County Connection	
LAVTA	Transit Operations	2,423,659	04	06/28/23	LAVTA	
VTA	Transit Operations	8,961,946	05	06/28/23	Santa Clara County	
Santa Rosa	Transit Operations	3,671,909	11	07/26/23	Santa Rosa CityBus	
Sonoma County Transit	Transit Operations	3,521,846	13	07/26/23	Sonoma County Transit	
ECCTA	Transit Operations	5,452,035	14	09/27/23	Contra Costa County	
Marin Transit	Transit Operations	2,676,693	15	09/27/23	Marin Transit	
GGBHTD	Transit Operations	1,724,843	16	09/27/23	Golden Gate	
Soltrans	Solano Express Transitional Plan	1,116,002	17	09/27/23	Solano County	
Union City	Transit Operations	1,044,281	30	03/27/24	Union City	
BART	Elevator Attendant Program-SF Lifeline Transportation Program Cycle 3	2,227,224	32	04/24/24	Lifeline - San Francisco	
Subtotal		51,563,610				
5820 - CCR 6730A Operations - Population-based MTC Coordination						
MTC	Clipper Operations	7,700,000	06	06/28/23	MTC	
MTC	Clipper START Administration	3,000,000	27	02/28/24	Means-Based Transit Fare Program	
Subtotal		10,700,000				

5820 - CCR 6730A Operations - Revenue-based

AC Transit	Transit Operations	40,947,165	07	06/28/23	AC Transit
CCCTA	Transit Operations	1,041,145	08	06/28/23	CCCTA
VTA	Transit Operations	36,100,554	09	06/28/23	VTA
Marin Transit	Transit Operations	2,500,000	18	09/27/23	Marin Transit
GGBHTD	Transit Operations	14,651,179	19	09/27/23	GGBHTD
WETA	Transit Operations	3,238,254	22	10/25/23	WETA
MTC	TAP Implementation	29,057,637	24	01/24/24	BART
MTC	TAP Implementation	3,341,929	25	01/24/24	GGBHTD
MTC	TAP Implementation	10,534,333	26	01/24/24	SFMTA
SFMTA	Transit Operations	94,112,382	28	02/28/24	SFMTA
ECCTA	Transit Operations	2,532,085	31	03/27/24	BART
BART	Transit Operations	50,721,535	33	04/24/24	BART

Subtotal 288,778,198

5821 - CCR 6730B Capital - Population-based TAP

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

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

NVTA	Paratransit Operations	3,209,927	10	06/28/23	Napa County
Sonoma County					Sonoma County
Transit	Paratransit Operations	1,173,949	12	07/26/23	Transit
SFMTA	Paratransit Operations	6,198,421	29	02/28/24	SFMTA
	Subtotal	10,582,297			

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

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

5600 - Agency Pass Through

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

Total 381,974,081

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 #: 24-0470 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Commission Consent
File created: 3/21/2024 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 4/12/2024 **Final action:**
Title: Assembly Bill 2353 (Ward): Property Tax Welfare Exemption

Provides upfront savings on affordable housing developments by allowing nonprofit developers to withhold property tax payments while their application for a tax exemption is under review.

Sponsors:

Indexes:

Code sections:

Attachments: [8j 24-0470 Summary Sheet AB 2353 Ward-Property Tax Welfare Exemption.pdf](#)
[2d 24-0470 Summary Sheet AB 2353 Ward-Property Tax Welfare Exemption.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Assembly Bill 2353 (Ward): Property Tax Welfare Exemption

Provides upfront savings on affordable housing developments by allowing nonprofit developers to withhold property tax payments while their application for a tax exemption is under review.

Presenter:

Julie Snyder

Recommended Action:

Support / ABAG Executive Board Approval
Support / MTC Commission Approval

Attachments:

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

April 12, 2024

Agenda Item 2d

Assembly Bill 2353 (Ward): Property Tax Welfare Exemption

Subject:

Provides upfront savings on affordable housing developments by allowing nonprofit developers to withhold property tax payments while their application for a tax exemption is under review.

Background and Bill Provisions:

The California Constitution exempts properties owned by nonprofits and used for specified charitable purposes from local property taxes. This is known as the “welfare tax exemption.” One of the specified charitable purposes is housing maintained as affordable to lower-income households through a deed restriction.

In practice, if a nonprofit housing developer’s application for a welfare exemption is not quickly approved by the Board of Equalization and the county assessor, the developer must pay the taxes upfront and seek reimbursement. As a result, some nonprofit developers float hundreds of thousands of dollars in tax payments for as long as three years, then receive the money back without interest once the application is approved. The developers either pay interest to borrow this money or seek additional subsidies from local or state programs, further increasing development costs.

Last year, Assemblymember Ward attempted to tackle this unnecessary cost-driver with Assembly Bill (AB) 84, which MTC and ABAG supported. Among other provisions, the bill would have required the county assessor to conditionally grant a welfare exemption within 30 days of application without payment of taxes, subject to retroactive tax payments if the owner or any units were ultimately deemed ineligible. Concerns from Assemblymember Irwin, chair of the Assembly Revenue and Taxation Committee, the California Assessors’ Association, and the California Association of County Treasurers and Tax Collectors led to the removal of this provision; a stripped-down version of the bill with smaller welfare exemption changes was signed by the Governor.

AB 2353, also authored by Assemblymember Ward, offers the same upfront cost savings to nonprofit housing developers but takes a slightly different approach. The bill would allow nonprofit housing developers to withhold property tax payments without penalty while their application for a welfare tax exemption is under review. The developer would be liable for paying any penalties and taxes if all or a portion of their application is denied.

Recommendation:

Support / ABAG Executive Board Approval

Support / MTC Commission Approval

Discussion:

The welfare tax exemption is a valuable resource for reducing the cost of developing new buildings and acquiring and preserving existing residential properties. One of the first pilots established by the Bay Area Housing Finance Authority – the Welfare Tax Exemption Preservation Program – provides the \$5,000 in public subsidy that developers need to qualify for the welfare exemption. In just two years, the program has supported the acquisition and long-term deed-restriction of nearly 500 apartments with affordable rents at a cost of just \$30,000. AB 2353 will reduce the upfront amount of local, regional or state subsidy required to build or preserve affordable housing by eliminating an inefficient and costly process of payments and refunds. Besides lowering development costs, this change will reduce assessors’ costs tied to processing refund requests and issuing checks. If a developer fails to deliver the promised affordable housing, localities will retain all their current powers to pursue payment of back taxes. For these reasons and consistent with Item 3C in our 2024 Advocacy Program, staff recommends MTC and ABAG adopt a “support” position on AB 2353.

Known Positions:

Support


California Housing Partnership Corporation (sponsor)

Opposition

California Assessors' Association (unless amended)

Attachments:

None



Andrew B. Fremier



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0370 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 3/1/2024 **In control:** Administration Committee
On agenda: 4/10/2024 **Final action:** 4/10/2024
Title: MTC Resolution No. 4637 - Fiscal Year 2024-25 Overall Work Program.

A request that the Committee refer MTC Resolution No. 4637 - FY 2024-25 OWP collaborative metropolitan transportation planning process involving MTC, the Association of Bay Area Governments (ABAG), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Caltrans, and other local transportation partners to the Commission for approval. The request includes authorization for the Executive Director to enter into and execute required certifications, assurances, and an Overall Work Program Agreement (OWPA) for federal and state transportation planning grants.

Sponsors:

Indexes:

Code sections:

Attachments: [9a 24-0370 Summary Sheet MTC Resolution 4637 FY 2024-25 OWP.pdf](#)
[9a 24-0370 MTC Resolution 4637.pdf](#)
[3a 24-0370 MTC Resolution No 4637 FY 2024-25 OWP.pdf](#)
[3a 24-0370 MTC Resolution No 4637.pdf](#)

Date	Ver.	Action By	Action	Result
4/10/2024	1	Administration Committee		

Subject:

MTC Resolution No. 4637 - Fiscal Year 2024-25 Overall Work Program.

A request that the Committee refer MTC Resolution No. 4637 - FY 2024-25 OWP collaborative metropolitan transportation planning process involving MTC, the Association of Bay Area Governments (ABAG), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Caltrans, and other local transportation partners to the Commission for approval. The request includes authorization for the Executive Director to enter into and execute required certifications, assurances, and an Overall Work Program Agreement (OWPA) for federal and state transportation planning grants.

Presenter:

Matt Maloney

Recommended Action:

Commission Approval

Attachments: List any attachments.

**Metropolitan Transportation Commission
Administration Committee**

April 10, 2024

Agenda Item 3a-24-0370

**Metropolitan Transportation Commission (MTC) Resolution No. 4637 – Fiscal Year (FY)
2024-25 Overall Work Program (OWP)**

Subject:

A request that the Committee refer MTC Resolution No. 4637 - FY 2024-25 OWP collaborative metropolitan transportation planning process involving MTC, the Association of Bay Area Governments (ABAG), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Caltrans, and other local transportation partners to the Commission for approval. The request includes authorization for the Executive Director to enter into and execute required certifications, assurances, and an Overall Work Program Agreement (OWPA) for federal and state transportation planning grants.

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Background:

The OWP is an annual or biennial statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, an OWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds. Metropolitan Planning Organizations (MPOs) are required to develop an OWP to govern work programs for the expenditure of FHWA, FTA, and State planning funds pursuant to Title 23 Code of Federal Regulations (CFR) 450.308(b). As the federally designated MPO for the nine-county San Francisco Bay Area region, the MTC annually develops and maintains the OWP, which is the principal document governing the budget, allocation, and use of federal and state transportation planning funds. Annual funding for the MPO transportation planning activities is primarily provided through the Consolidated Planning Grant (CPG) which is awarded by Caltrans, the FHWA, and the FTA.

The FY 2024-25 OWP is developed in consultation and coordination with the region's transit operators, County Transportation Agencies (CTAs), the ABAG, Caltrans, the FHWA, and the FTA. The FY 2024-25 OWP includes Caltrans' Overall Work Program and transportation and air quality related planning activities proposed for the nine-county San Francisco Bay Area region for the state fiscal year July 1, 2024 to June 30, 2025.

Plan Bay Area 2050, adopted by the MTC in October 2021, continues to guide the regional planning priorities established in the OWP. The Plan Bay Area 2050 Implementation Plan outlines more than 80 specific implementation actions that MTC and ABAG are slated to advance in partnership with other entities over the next five years. High priority actions for next year include but are not limited to:

- Continued advancement of the Transit 50+ effort, which will develop a plan to re-envision the future of the Bay Area's public transit network;
- Continued engagement with local jurisdictions on planning and policy guidance to implement the Transit-Oriented Communities (TOC) Policy;
- Continued implementation of climate mitigation strategies with a focus on supporting local travel demand management (e.g. mobility hubs and parking policies), regional bike share and implementation of active transportation projects on the regional Active Transportation Network, and electrification of the passenger vehicle and public transit fleets to achieve Plan Bay Area 2050 greenhouse gas reduction targets.
- With the newly established Regional Network Management MTC committee and section within MTC, staff will focus on transit operational changes and implementation of the Transit Transformation Action Plan including fare integration, improved mapping and wayfinding, transit priority and network coordination, and accessibility and access.
- Undertaking a major refresh of MTC's *Equity Priority Communities* framework that is used for the statutorily-required Plan Bay Area effort as well as related planning and funding processes. This effort will involve reviewing best practices from peer regions, understanding the needs and priorities of Bay Area stakeholders, and developing a new or revised framework prior to the kickoff of Plan Bay Area 2060 in 2026.

The FY 2024-25 OWP works to accomplish a set of ten federal planning factors, as well as an additional set of Planning Emphasis Areas (PEAs) released by the FHWA and the FTA to guide MPO activities. The Prospectus chapter at the beginning of the OWP document describes how the various work elements support these priorities.

The MTC staff provided the Draft OWP for review to Caltrans, the FHWA, and the FTA in March 2024. The MTC staff will incorporate comments received from the state and federal agencies in the final FY 2024-25 OWP, as appropriate.

Attached for your review and consideration for referral to the Commission is the MTC Resolution No. 4637, which includes the following actions:

- Approves the final OWP for FY 2024-25
- Authorizes the programming of approximately \$21 million in FY 2023-24 transportation planning funds as follows:

Program	Amount
Federal Highway Administration Planning (FHWA PL) (FY 2024-25)	9,616,677
Federal Highway Administration Planning (FHWA PL) (FY 2023-24) (Carryover)	1,516,040
Federal Highway Administration Planning (FHWA PL) (FY 2024-25) - Complete Streets Bipartisan Infrastructure Law	246,581
Federal Highway Administration Planning (FHWA PL) (FY 2023-24) (Carryover) - Complete Streets Bipartisan Infrastructure Law	113,388
Federal Transit Administration (FTA) 5303 (FY 2024-25)	4,965,730
Federal Transit Administration (FTA) 5303 (FY 2023-24) (Carryover)	1,139,476
Federal Transit Administration (FTA) 5303 (FY 2022-23) (Carryover)	157,085
Federal Highway Administration State Planning and Research (FHWA SP&R) (FY 2021-22) (Carryover)	25,000
Federal Transit Administration (FTA) 5304 (FY 2022-23) (Carryover)	500,000
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2024-25)	2,071,250
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2023-24) (Carryover)	448,674
Total	20,799,901

- Authorizes the Executive Director or designee to apply for grants and execute agreements to secure federal and state funds for transportation planning activities in the nine-county San Francisco Bay Area for FY 2024-25.

Commission approval is the first step in authorizing the FY 2024-25 expenditure of federal and state consolidated planning grant (CPG) funds which are included in the MTC FY 2024-25 Operating Budget. Following approval by the Commission, Caltrans, the FHWA, and the FTA will review and approve the OWP no later than June 30, 2024.

An electronic version of the FY 2024-25 OWP can be reviewed at the following link:

<https://mtc.ca.gov/about-mtc/administrative-requirements/overall-work-program-owp>

Issues:

None identified.

Recommendations:

Staff recommends that the Committee refer MTC Resolution No. 4637 to the Commission for approval.

Attachments:

- Attachment A: MTC Resolution No. 4637, FY 2024-25 Overall Work Program (OWP)



Andrew B. Fremier

Date: April 24, 2024
W.I.: 1121
Referred by: Administration Committee

ABSTRACT

Resolution No. 4637

This resolution approves the Metropolitan Transportation Commission's FY 2024-25 Overall Work Program (OWP) for transportation planning activities in the nine-county San Francisco Bay Area, authorizes the Metropolitan Transportation Commission (MTC) to monitor, direct and update the OWP for FY 2024-25, and authorizes MTC's Executive Director or designee to apply for grants and execute agreements to secure federal and state funds for transportation planning activities, execute and file certifications and assurances as requested by the California Department of Transportation (DOT) and to make administrative changes to grant applications.

Further discussion of the OWP is contained in the MTC Administration Committee Summary Sheets dated April 18, 2024.

Date: April 24, 2024
W.I.: 1121
Referred by: Administration Committee

Re: FY 2024-25 Overall Work Program (OWP) Planning Process Self-Certification, Authorization for the Metropolitan Transportation Commission to monitor the OWP and take related actions, and Authorization to the Executive Director for Execution of Agreements for Federal and State Planning Grants, Execution of Amendments to Grant Applications and Filing of Certifications and Assurances.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4637

WHEREAS, the MTC is the federally designated Metropolitan Planning Organization (MPO) for the Bay Area and maintains a continuing, comprehensive, and cooperative metropolitan transportation planning and programming process required to preserve the region's eligibility for federal and state funds for transportation planning, capital improvements, and operations; and

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

WHEREAS, the MTC has articulated goals and objectives for the region's transportation system through its current Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) entitled Plan Bay Area 2050, which was adopted in October 2021; and

WHEREAS, the MTC has developed, in cooperation with the State of California Department of Transportation (Caltrans) and with publicly-owned operators of mass transportation services, a work program for carrying out continuing, comprehensive, and cooperative transportation planning; and

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area for FY 2024-25 has been prepared by the MTC, the Association of Bay Area Governments (ABAG), the California Department of Transportation (Caltrans), the Federal

Highway Administration (FHWA), the Federal Transit Administration (FTA), and public transportation operators; and

WHEREAS, the OWP for Fiscal Year 2024-25 includes Caltrans' Overall Work Program for the fiscal year to achieve the goals and objectives in MTC's Regional Transportation Plan (RTP); and

WHEREAS, MTC's Administration Committee has reviewed and referred approval of the OWP for FY 2024-25; and

WHEREAS, 23 Code of Federal Regulations (CFR) 450.308 requires that the designated MPO shall document metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 in a unified planning work program; and

WHEREAS, MTC desires to apply for and execute one or more agreements with the California Department of Transportation (DOT) for a grant(s) to aid in the financing of the MTC's Overall Work Program for fiscal year 2024-25; now, therefore, be it

RESOLVED, that the MTC does hereby adopt the FY 2024-25 OWP, which authorizes the programming for approximately \$21 million in transportation planning funds and, attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that the MTC's shall monitor, direct, and update the OWP as necessary during Fiscal Year 2024-25 and shall incorporate any amendments into appropriate supplements to the OWP; and be it further

RESOLVED, that the Executive Director or designee is authorized to apply for and execute any agreements with the DOT for grants to aid in the financing of the MTC's Overall Work Program included in Attachment A to this Resolution; and be it further

RESOLVED, that the Executive Director or designee is authorized to execute and file with such application certifications, assurances or other documentation requested by the DOT of the MTC's compliance with applicable federal and state statutory and regulatory requirements; and be it further

RESOLVED, that the Executive Director or designee is authorized to make administrative changes to the grant application(s) for the Overall Work Program included as Attachment A so long as such changes do not affect the total amount of the grant or scope of work.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on April 24, 2024.

Date: April 24, 2024
W.I.: 1121
Referred by: Administration Committee

Attachment A
Resolution No. 4637
Page 1 of 1

Attachment A is the Fiscal Year 2024-25 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC library.

Attachment B
Resolution No. 4637
Page 1 of 1

In accordance with 23 CFR part 450, the California Department of Transportation and the Metropolitan Transportation Commission (MTC), the designated Metropolitan Planning Organization for the San Francisco Bay Area urbanized area(s), hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 U.S.C. 134, 49 U.S.C. 5303, and subpart C of 23 CFR part 450;
- 2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, origin in employment or business opportunity;
- 5) Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Date: April 24, 2024
W.I.: 1121
Referred by: Administration Committee

Attachment C
Resolution No. 4637
Page 1 of 1

Attachment C includes all amendments and supplements to the Fiscal Year 2024-25 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC offices.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0429 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 3/11/2024 **In control:** Programming and Allocations Committee
On agenda: 4/10/2024 **Final action:**
Title: MTC Resolution Nos. 4607, Revised and 4636. Allocation of \$500 million in RM3 capital funds to San Francisco Bay Area Rapid Transit District (BART) and allocation amendment of \$5.6 million in Regional Measure 3 (RM3) capital funds for the SR-37 Sears Point to Mare Island Improvement Project.

Recommended allocation of a \$500 million in RM3 capital funds to San Francisco Bay Area Rapid Transit District (BART), and allocation amendment to rescind \$5.6 million in RM3 funds from the final design and right of way phases from the SR-37 Sears Point to Mare Island Improvements project (RM3 project 23.2) sponsored by Sonoma County Transportation Authority (SCTA), and allocate \$5.6 million in RM3 funds to the final design and right of way phases for RM3 project 23.2 sponsored by MTC.

Sponsors:

Indexes:

Code sections:

Attachments: [10a 24-0429 Summary Sheet RM3 MTC Resolutions 4607 Revised 4636 RM3 Allocations.pdf](#)
[10a 24-0429 Attachment A RM3 Capital Expenditure Plan Tracker.pdf](#)
[10a 24-0429 Attachment B Project Summaries.pdf](#)
[10a 24-0429 MTC Resolution 4636.pdf](#)
[10a 24-0429 MTC Resolution 4607.pdf](#)
[3a 24-0429 Summary Sheet RM3 MTC Resolutions 4607 Revised 4636 RM3 Allocations.pdf](#)
[3a 24-0429 Attachment A RM3 Capital Expenditure Plan Tracker.pdf](#)
[3a 24-0429 Attachment B Project Summaries.pdf](#)
[3a 24-0429 MTC Resolution No 4636.pdf](#)
[3a 24-0429 Attachments A-D MTC Resolution No 4636.pdf](#)
[3a 24-0429 MTC Resolution No 4607 Revised.pdf](#)
[3a 24-0429 Attachments A B C D MTC Resolution No 4607.pdf](#)

Date	Ver.	Action By	Action	Result
4/10/2024	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 4607, Revised and 4636. Allocation of \$500 million in RM3 capital funds to San Francisco Bay Area Rapid Transit District (BART) and allocation amendment of \$5.6 million in Regional Measure 3 (RM3) capital funds for the SR-37 Sears Point to Mare Island Improvement Project.

Recommended allocation of a \$500 million in RM3 capital funds to San Francisco Bay Area Rapid Transit District (BART), and allocation amendment to rescind \$5.6 million in RM3 funds from the final design and right of way phases from the SR-37 Sears Point

to Mare Island Improvements project (RM3 project 23.2) sponsored by Sonoma County Transportation Authority (SCTA), and allocate \$5.6 million in RM3 funds to the final design and right of way phases for RM3 project 23.2 sponsored by MTC.

Presenter:

Craig Bosman

Recommended Action:

Commission Approval

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

April 10, 2024

Agenda Item 3a-24-0429

MTC Resolution Nos. 4607, Revised and 4636. Allocation of \$500 million in RM3 capital funds to San Francisco Bay Area Rapid Transit District (BART) and allocation amendment of \$5.6 million in Regional Measure 3 (RM3) capital funds for the SR-37 Sears Point to Mare Island Improvement Project

Subject:

Recommended allocation of a \$500 million in RM3 capital funds to San Francisco Bay Area Rapid Transit District (BART), and allocation amendment to rescind \$5.6 million in RM3 funds from the final design and right of way phases from the SR-37 Sears Point to Mare Island Improvements project (RM3 project 23.2) sponsored by Sonoma County Transportation Authority (SCTA), and allocate \$5.6 million in RM3 funds to the final design and right of way phases for RM3 project 23.2 sponsored by MTC.

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 March 2024, the Commission has approved a total of \$962.7 million in RM3 Capital Program allocations.

In January 2024, MTC approved a scope amendment for the State Route 37 Improvements project to include MTC as a joint sponsor of the project. MTC and four North Bay County Transportation Agencies (CTAs) entered into a Memorandum of Understanding regarding the funding and implementation of the SR-37 Improvements project, and MTC is leading implementation of portions of the project. The proposed allocation amendment updates the October 2023 allocation to RM3 Project 23.2.

April RM3 Allocation Recommendation:

Staff recommends the allocation of \$500 million in RM3 funds to BART to partially fund 306 BART expansion cars. Note that 775 replacement BART cars were funded in part through BAIFA financing to be paid back with future federal transit funds. Staff also recommends an allocation amendment for one project. The table below shows the recommended projects for the

allocation and allocation amendment this month; a summary of these requests is included in Attachment B, and further detail is found in the allocating resolutions.

Project Sponsor	RM3 Proj. #/ MTC Res. No.	Project Title	LONP Amount (\$millions)	Allocation (Rescission) Request Amount (\$millions)
BART	#1 4636	BART Expansion Cars	\$-	\$500
SCTA	#23.2 4607	SR-37 Sears Point to Mare Island Improvements	\$-	(\$5.6)
MTC	#23.2 4607	SR-37 Sears Point to Mare Island Improvements	\$-	\$5.6
		Total	\$	\$500

Issues:

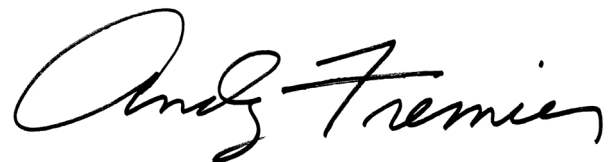
None

Recommendations:

Refer MTC Resolution No. 4607, Revised and MTC Resolution No. 4636 to the Commission for approval.

Attachments:

- Attachment A: RM3 Capital Expenditure Plan Tracker
- Attachment B: RM3 Allocation Project Summaries
- MTC Resolution No. 4607, Revised
 - Attachments A – D
- MTC Resolution No. 4636
 - Attachments A – D



Andrew B. Fremier

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

Project No.	Project Title ^{1,2}	Funding Amount (\$M)	Project Sponsor/ Implementing Agency ^{1,2}	LONP Issued ³ (\$M)	Allocated Amount ⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date ⁴
1	BART Expansion Cars	\$ 500	BART		\$ 500.0	4636	4/24/2024
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	<i>I-80 Express Lanes in Solano County (Toll System)</i>	\$ 102	BAIFA	\$ 31.3	\$ 31.3	4592	3/27/2024
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	<i>Shoreline Electrical Program</i>		WETA		\$ 0.8	4614	3/27/2024
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	<i>Presidio Yard Modernization</i>		SFMTA		\$ 12.95	4615	3/27/2024
11	Core Capacity Transit Improvements	\$ 140	MTC/ACTC/AC Transit				

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

Project No.	Project Title ^{1,2}	Funding Amount (\$M)	Project Sponsor/ Implementing Agency ^{1,2}	LONP Issued ³ (\$M)	Allocated Amount ⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date ⁴
12	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	<i>101/92 Area Improvements Project</i>		<i>SMCTA</i>	\$ 0.025	\$ 19.3	4635	3/27/2024
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
19.2	<i>I-680/SR-4 Interchange Improvement - Trail Connection Feasibility Study</i>	\$ 1	<i>CCTA</i>		\$ 0.5	4586	3/27/2024
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	\$ 133	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	Interim Segment B - PAED & PS&E	\$ 20	SCTA/MTC	\$ -	\$ 5.6	4607	4/24/2024
23.3	<i>Hwy 37/121 Improvements - PAED</i>	\$ 4	<i>SCTA</i>				
23.4	<i>Segments A1 & A2 Levee Study</i>	3	<i>TAM</i>				
23.5	<i>Segment A & B Improvements</i>	\$ 58	<i>SCTA/TAM</i>				

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

Project No.	Project Title ^{1,2}	Funding Amount (\$M)	Project Sponsor/ Implementing Agency ^{1,2}	LONP Issued ³ (\$M)	Allocated Amount ⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date ⁴
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				
Total		\$ 4,450		\$ 602.1	\$ 1,462.3		

Notes

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

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

April 2024 Recommended RM3 Allocations – Project Summary

BART Expansion Cars

BART's Fleet of the Future (FotF) Rail Car Procurement Program (Rail Car Program) includes 306 expansion rail cars partially funded by RM3. The overall Rail Car Procurement Program is made up of two phases:

Phase 1 consists of 775 rail cars, comprised of 669 replacement rail cars (replacing BART's legacy fleet), 60 expansion rail cars to support the Phase 1 BART extension into Santa Clara County, and an additional 46 expansion rail cars. MTC is contributing to Phase 1 through financing via BAIFA against future FTA formula funds, through direct programming of Transit Capital Priorities funds, and through the BART Car Exchange Account. Through February 2024, 706 of these cars had been delivered, with 696 accepted into revenue service.

Phase 2 includes 306 expansion rail cars to implement the Core Capacity Program (CCP), 48-60 rail cars to support the Phase 2 BART extension into Santa Clara County, and an option for up to 59 expansion rail cars. The 306 CCP expansion rail cars partially funded by RM3 are necessary to fulfill BART's obligation to the Federal Transit Administration under a Capital Investment Grant Full Funding Grant Agreement that was executed in September 2020. Long-term ridership trends at BART require additional capacity, which has long been recognized across the region – even post Covid-19 pandemic. The CCP is a program of BART projects that will increase BART's capacity by 40% by enabling longer trains at increased frequency through the Transbay Tube and will thereby relieve crowding on trains, reduce Bay Area congestion, increase transit ridership, and decrease greenhouse gas emissions and vehicle miles travelled. The procurement of 306 CCP rail cars are necessary to realize the overall benefits of the CCP. Other investments include replacement of BART's 50-year-old legacy fixed-block train control system with a new state-of-the-art communications-based train control system and additional traction power substations to power the increased service.

While BART is currently implementing Phase 1 of the Rail Car Procurement, on September 30, 2020, BART initiated Phase 2 of the Rail Car Procurement when it issued its manufacturer Alstom a Notice of Award for a contract to procure up to 425 rail cars. The contract is structured

as a base contract of 100 rail cars and four contract options totaling an additional up to 325 rail cars. The Base Contract, Contract Option 1, and Contract Option 2 total the 306 CCP rail cars partially funded by RM3. Notice to Proceed for the base contract, Option 1, and Option 2 were issued October 2020, February 2023, and December 2023, respectively. The Phase 2 contract has been developed to maintain continuous production following the completion of Phase 1 to enable uninterrupted supplier and factory flow of materials. The Phase 2 pricing leverages contract negotiations that took place over a decade ago prior to high inflation, averaging approximately \$3.6 million per rail car – a number that would likely be substantially higher if put out for bid today. In addition to RM3, key funding partners on the expansion rail cars include FTA through the Capital Investment Grant program, the state through the TIRCP program, and Alameda and San Francisco county funding measures, as well as additional MTC BART Car Exchange Account funds.

SCTA & MTC – SR-37 Sears Point to Mare Island Improvement Project (\$5.6 million)

RM3 Project 23, State Route (SR) 37 Improvements, provides a total of \$100 million for SR-37 projects in Marin, Napa, Solano, and Sonoma Counties. The Sonoma County Transportation Authority (SCTA) is the project sponsor and is working directly with the Metropolitan Transportation Commission (MTC) to serve as the implementing agency for RM3 Project 23.2, SR-37 Sears Point to Mare Island Improvement Project.

In January 2024, MTC approved a scope amendment for the SR-37 Improvements project to include MTC as a joint sponsor of the project. MTC and four North Bay County Transportation Agencies (CTAs) entered into a Memorandum of Understanding regarding the funding and implementation of the SR-37 Improvements project, and MTC is leading implementation of portions of the project. Adding MTC as a joint sponsor streamlines administrative actions, such as contracting, invoicing, and reimbursement. SCTA and MTC request an allocation amendment to rescind from SCTA \$5.6 million in RM3 funds (\$3.3 million from the final design and \$2.3 million for the right-of-way phases) and allocate to MTC \$5.6 million in RM3 funds (same split as SCTA). The project will implement an integrated approach to improving traffic flow and peak travel times, increasing vehicle occupancy, while also supporting multimodal travel, improving safety and public access, and providing environmental enhancements on the corridor. Both the design and right-of-way phases are underway and on track for completion in 2025.

Date: April 24, 2024
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4636

This resolution approves the allocation of Regional Measure 3 funds for the BART Expansion Cars project, sponsored by the San Francisco Bay Area Rapid Transit District (BART).

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 \$500 million in RM3 funds to the construction phase of the BART Expansion Cars project.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated April 10, 2024.

Date: April 24, 2024
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for BART Expansion project.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4636

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 BART Expansion Cars project (PROJECT) is identified as capital project number 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 Bay Area Rapid Transit (BART) is the project sponsor for the PROJECT; and

WHEREAS, BART 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 BART 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 BART'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 BART'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 BART 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

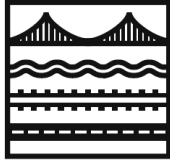
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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 April 24, 2024.



Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	1
Project Title	BART Expansion Cars
Project Sponsor	Bay Area Rapid Transit District

Activities to be funded with Allocation #1:				
Partially fund BART's Fleet of the Future Rail Car Procurement Program Phase 2, comprised of 306 expansion rail cars to implement the Core Capacity Program and fulfill BART's obligation to the Federal Transit Administration for the 2020 Capital Investment Grant executed agreement. Activities include funding rail car acquisition contract, project management and consultant services.				
Funding Information:				
Allocation Instruction No.	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24463601	CON	FY 2023-24	30-Jun-30	\$ 500,000,000

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

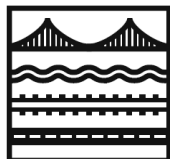
Allocation of Funds

Conditions of Allocation

RM3 Project Number	1
Project Title	BART Expansion Cars
Project Sponsor	Bay Area Rapid Transit District

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

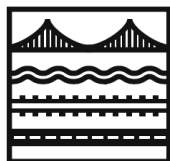
Conditions of Allocation #1	
1	None
2	



Regional Measure 3 Allocation of Funds

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

RM3 Project Number	1	
Project Title	BART Expansion Cars	
Lead Sponsor(s)	Implementing Agency	
BART		BART
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
Purchase new railcars for the Bay Area Rapid Transit District (BART) to expand its fleet and improve reliability. The project sponsor is the BART. Five hundred million dollars	\$500,000	
This allocation request was reviewed and approved by BART Board of Directors on 1/25/24 (BART Resolution No. 5578).		
Detailed Project/Subproject Description		
BART's Fleet of the Future (FotF) Rail Car Procurement Program (Rail Car Program) will procure a total of up to 1,200 FotF rail cars, of which 306 expansion rail cars are partially funded by RM3. The Rail Car Procurement Program is made up of two phases: 1) Phase 1, comprised of 669 replacement rail cars (replacing BART's legacy fleet), 60 expansion rail cars to support the Phase 1 BART extension into Santa Clara County, and an additional up to 46 expansion rail cars; and 2) Phase 2, comprised of 306 expansion rail cars to implement the Core Capacity Program (CCP), 48-60 rail cars to support the Phase 2 BART extension into Santa Clara County, and an additional up to 59 expansion rail cars.		



Regional Measure 3

Allocation of Funds

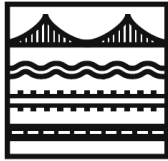
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	1
Project Title	BART Expansion Cars
Project Sponsor	Bay Area Rapid Transit District

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$ thousands)	Start	End
ENV				May-11	Nov-16
	ENV Subtotal				
PSE				Apr-17	Oct-20
	PSE Subtotal				
ROW				Oct-20	Oct-20
	ROW Subtotal				
CON	FTA Capital Investment Grant (CIG)	Yes	\$ 208,871	Jul-24	Mar-26
	MTC Exchange Account	Yes	\$ 179,000		
	BART Operating-to-Capital-Allocations	Yes	\$ 2,219		
	TIRCP (2020 Award)	Yes	\$ 107,100		
	TIRCP (Augment 1/2023 Award)	Yes	\$ 40,000		
	TIRCP (Augment 2/SB 125)	No	\$ 44,918		
	ACTC Measure BB	Yes	\$ 35,295		
	SFCTA Proposition L	Yes	\$ 35,295		
	RM3	Yes	\$ 500,000		
	CON Subtotal		\$ 1,152,698		
Capital Funding Total			\$ 1,152,698		



Regional Measure 3

Allocation of Funds

Cash Flow Plan

RM3 Project Number	1
Project Title	BART Expansion Cars
Project Sponsor	Bay Area Rapid Transit District

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

Funding Source	Prior	2023-24	2024-25	2025-26	2026-27	2027-28	Future committed	Total Amount (\$ thousands)
								\$ -
								\$ -
ENV Subtotal								\$ -
RM 3								\$ -
								\$ -
PSE Subtotal								\$ -
RM 3								\$ -
								\$ -
								\$ -
ROW Subtotal								\$ -
RM 3	\$ -	\$ -	\$ 250,000	\$ 169,299	\$ 19,245	\$ 6,386	\$ 55,069	\$ 500,000
FTA Capital Investment Grant (CIG)	\$ 5,135	\$ 40,183	\$ 163,553	\$ -	\$ -	\$ -		\$ 208,871
MTC Exchange Account	\$ 51,969	\$ 10,024	\$ 69,578	\$ 8,552	\$ -	\$ -	\$ 38,876	\$ 179,000
BART Operating-to-Capital-Allocatio	\$ 757	\$ 22	\$ (779)	\$ -	\$ -	\$ -	\$ 2,219	\$ 2,219
TIRCP (2020 Award)	\$ -	\$ 12,258	\$ 27,594	\$ 67,248	\$ -	\$ -	\$ -	\$ 107,100
TIRCP (Augment 1/2023 Award)	\$ -	\$ -	\$ 40,000			\$ -		\$ 40,000
TIRCP (Augment 2/SB 125)	\$ -	\$ -	\$ -		\$ -	\$ -	\$ 44,918	\$ 44,918
ACTC Measure BB	\$ -	\$ -	\$ 28,306		\$ -	\$ -	\$ 6,989	\$ 35,295
SFCTA Proposition L	\$ -	\$ -	\$ 28,306		\$ -	\$ -	\$ 6,989	\$ 35,295
CON Subtotal	\$ 57,861	\$ 62,487	\$ 606,558	\$ 245,100	\$ 19,245	\$ 6,386	\$ 155,061	\$ 1,152,698
RM 3 Funding Subtotal	\$ -	\$ -	\$ 250,000	\$ 169,299	\$ 19,245	\$ 6,386	\$ 55,069	\$ 500,000
Capital Funding Total	\$ 57,861	\$ 62,487	\$ 606,558	\$ 245,100	\$ 19,245	\$ 6,386	\$ 155,061	\$ 1,152,698

Date: October 25, 2023
W.I.: 1255
Referred by: PAC
Revised: 04/24/24-C

ABSTRACT

Resolution No. 4607, Revised

This resolution approves the allocation of Regional Measure 3 funds for SR-37 Sears Point to Mare Island Improvement project in Sonoma, Napa, and Solano Counties, sponsored by the Metropolitan Transportation Commission (MTC) and the Sonoma County Transportation Authority (SCTA).

This Resolution includes the following attachments:

Attachment A – Allocation Summary and Conditions of Allocation

Attachment B – Project and Subproject Details

Attachment C – Project Funding Plan and Schedule

Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution allocates \$3.5 million in RM3 funds to the final design phase and \$2.5 million to the right-of-way phase for the SR-37 Sears Point to Mare Island Improvement project in Sonoma, Napa, and Solano Counties.

This resolution was revised by Commission action on April 24, 2024 to rescind \$5,600,000 in RM3 funds from the final design and right of way phases from the SR-37 Sears Point to Mare Island Improvements project (RM3 project 23.2) sponsored by SCTA, and allocate \$5,600,000 in RM3 funds to the final design and right of way phases from the SR-37 Sears Point to Mare Island Improvements project (RM3 project 23.2) sponsored by MTC.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated October 11, 2023 and April 10, 2024.

Date: October 25, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for SR 37 Sears Point to Mare Island Improvement project in Sonoma, Napa, and Solano Counties.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4607

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 SR 37 Sears Point to Mare Island Improvement project in Sonoma, Napa, and Solano Counties (PROJECT) is part of the programmatic category of projects identified within capital project number 23 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the Sonoma County Transportation Authority (SPONSOR) is the project sponsors 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

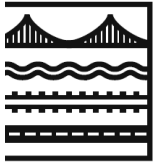
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Nick Josefowitz, Vice 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 October 25, 2023.



Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	23.2
Project Title	SR-37 Sears Point to Mare Island Improvement Project
Project Sponsor	Sonoma County Transportation Authority & Metropolitan Transportation Commission

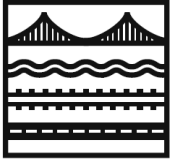
Activities to be funded with Allocation #1					
Project Sponsor: Sonoma County Transportation Authority					
This allocation will fund the final design and right of way phases of the SR-37 Sears Point to Mare Island Improvement project in Sonoma, Napa, and Solano Counties. The project sponsor is SCTA.					
Funding Information:					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24460701	25-Oct-23	PS&E	FY 2023-24	30-Jun-25	\$ 3,500,000
24460702	25-Oct-23	ROW	FY 2023-24	30-Jun-25	\$ 2,500,000
24460701	24-Apr-24	PS&E	FY 2023-24	30-Jun-25	\$ (3,300,000)
24460702	24-Apr-24	ROW	FY 2023-24	30-Jun-25	\$ (2,300,000)

Cumulative Total - Allocation 1	\$ 400,000
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Activities to be funded with Allocation #2					
Project Sponsor: Metropolitan Transportation Commission					
This allocation will fund the final design and right of way phases of the SR-37 Sears Point to Mare Island Improvement project in Sonoma, Napa, and Solano Counties. The project sponsor is MTC.					
Funding Information:					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24460703	24-Apr-24	PS&E	FY 2023-24	30-Jun-25	\$ 3,300,000
24460704	24-Apr-24	ROW	FY 2023-24	30-Jun-25	\$ 2,300,000

Cumulative Total - Allocation 2	\$ 5,600,000
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Cumulative Total - Project 23.2	\$ 6,000,000
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Regional Measure 3

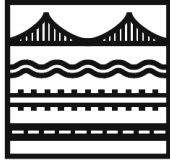
Allocation of Funds

Conditions of Allocation

RM3 Project Number	23.2
Project Title	SR-37 Sears Point to Mare Island Improvement Project
Project Sponsor	Sonoma County Transportation Authority & Metropolitan Transportation Commission

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

Conditions of Allocation #1	
1	None.
2	

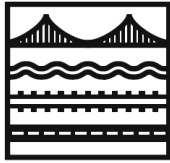


Regional Measure 3

Allocation of Funds

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

RM3 Project Number	23.2	
Project Title	SR-37 Sears Point to Mare Island Improvement Project	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Sonoma County Transportation Authority (SCTA)	Metropolitan Transportation Commission (MTC)	MTC
Legislated Project Description		RM3 Legislated Funding (in \$1,000s)
(23) Fund near-term and longer-term improvements to State Route 37 to improve the roadway's mobility, safety, and long-term resiliency to sea level rise and flooding. For the purposes of the environmental review and design, the project shall include the segment of State Route 37 from the intersection in Marin County with Highway 101 to the intersection with Interstate 80 in the County of Solano. Capital funds may used on any segment along this corridor, as determined by the project sponsors. One hundred million dollars (\$100,000,000).		\$20,000
Sponsor Programming and Allocation Request Action		
As the implementing agency MTC is not required to adopt an RM3 allocation resolution or take additional action to receive RM3 funding. Future allocations to SCTA will include allocation resolutions.		
Detailed Project/Subproject Description		
The preferred Project alternative will reconfigure the existing roadway to provide an HOV lane and toll lane in each direction from just west of SR-121 to the Mare Island interchange, widen the existing bridge over Tolay Creek, and implement interregional and local public transit. The Project will increase opportunities for carpools and bus transit, improve public access, implement corridor-wide ITS, promote mode shift, reduce VMT, introduce means-based tolling, and make SR-37 more sustainable by reducing near term flooding.		



Regional Measure 3

Allocation of Funds

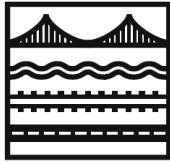
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	23.2
Project Title	SR-37 Sears Point to Mare Island Improvement Project
Project Sponsor	Sonoma County Transportation Authority & Metropolitan Transportation Commission

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	Local	Yes	\$ 8,000	Jul-20	Feb-23
	ENV Subtotal		\$ 8,000		
PSE	RM3 (SCTA)	Yes	\$ 250	Apr-23	Apr-25
	RM3 (MTC)	Yes	\$ 3,250		
	SB 170	Yes	\$ 3,000		
	Other		\$ 17,000		
	PSE Subtotal		\$ 23,500		
ROW	RM3 (SCTA)	Yes	\$ 150	Apr-23	Mar-25
	RM3 (MTC)	Yes	\$ 16,350		
	OBAG3	Yes	\$ 1,000		
	SB 170	Yes	\$ 1,000		
	Other		\$ 46,000		
	ROW Subtotal		\$ 64,500		
CON	Other Future Grants	No	\$ 84,000	Feb-25	Dec-27
	Future SR37 Toll Revenue	No	\$ 100,000		
	SB1 SCCP	No	\$ 70,000		
	TCEP	No	\$ 80,000		
	CON Subtotal		\$ 334,000		
Capital Funding Total			\$ 430,000		



Regional Measure 3

Allocation of Funds

Cash Flow Plan

RM3 Project Number	23.2
Project Title	SR-37 Sears Point to Mare Island Improvement Project
Project Sponsor	Sonoma County Transportation Authority & Metropolitan Transportation Commission

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

Funding Source	Phase	Prior	2022-23	2023-24	2024-25	2025-26	Future committed	Total Amount (\$ thousands)
								\$ -
								\$ -
								\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM3	PSE			\$ 3,500				\$ 3,500
								\$ -
								\$ -
PSE Subtotal		\$ -	\$ -	\$ 3,500	\$ -	\$ -	\$ -	\$ 3,500
RM3	ROW			\$ 2,500				\$ 2,500
								\$ -
								\$ -
ROW Subtotal		\$ -	\$ -	\$ 2,500	\$ -	\$ -	\$ -	\$ 2,500
								\$ -
								\$ -
								\$ -
								\$ -
								\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3 Funding Subtotal		\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ -	\$ 6,000
Capital Funding Total		\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ -	\$ 6,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0374 **Version:** 1 **Name:**
Type: Senate Bill **Status:** Commission Approval
File created: 3/1/2024 **In control:** Programming and Allocations Committee
On agenda: 4/10/2024 **Final action:**
Title: Regional Approach and Prioritization Principles for Bay Area Senate Bill 1 (SB1) Competitive Program Nominations.

Proposed Regional Approach and Prioritization Principles for Bay Area SB1 competitive program nominations, including Solutions for Congested Corridors, Trade Corridor Enhancement, and Local Partnership Programs.

Sponsors:

Indexes:

Code sections:

Attachments: [10b 24-0374 Summary Sheet SB1 Principles.pdf](#)
[10b 24-0374 Attachment A SB1 Cycles 1-3 Awards.pdf](#)
[10b 24-0374 Attachment B SB1 Principles.pdf](#)
[10b 24-0374 Attachment C Presentation Principle Discussion.pdf](#)
[4a 24-0374 Summary Sheet SB1 Principles.pdf](#)
[4a 24-0374 Attachment A SB1 Cycles 1-3 Awards.pdf](#)
[4a 24-0374 Attachment B SB1 Principles.pdf](#)
[4a 24-0374 Attachment C Presentation Principle Discussion.pdf](#)

Date	Ver.	Action By	Action	Result
4/10/2024	1	Programming and Allocations Committee		

Subject:

Regional Approach and Prioritization Principles for Bay Area Senate Bill 1 (SB1) Competitive Program Nominations.

Proposed Regional Approach and Prioritization Principles for Bay Area SB1 competitive program nominations, including Solutions for Congested Corridors, Trade Corridor Enhancement, and Local Partnership Programs.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

April 10, 2024

Agenda Item 4a-24-0374

**Regional Approach and Prioritization Principles for Bay Area Senate Bill 1 (SB1)
Competitive Program Nominations**

Subject:

Proposed Regional Approach and Prioritization Principles for Bay Area SB1 competitive program nominations, including Solutions for Congested Corridors, Trade Corridor Enhancement, and Local Partnership Programs.

Background:

The Road Repair and Accountability Act of 2017, commonly known as Senate Bill 1 (SB1, Beall), provides over \$5 billion in new transportation revenues annually to both new and existing funding programs. Since then, the State has programmed three rounds of SB1 competitive funding; the selected Bay Area projects are shown in Attachment A. In general, the Bay Area was quite successful in earlier rounds.

The California Transportation Commission (CTC) is now preparing for the next round of grants covering Fiscal Years (FYs) 25-26 and 26-27, with applications due in late 2024.

Below is a summary of upcoming programs and their expected application due dates.

Program	MTC Role*	Funding Amount (Years: FY 25-26 and FY 26-27)	Application Due Date
Solutions for Congested Corridors (SCCP)	Nominate	\$500 M Statewide Over Two Years	~12/2024 (to CTC)
Trade Corridor Enhancement Program (TCEP)	Compile Nominations	~\$1.0 B Statewide Over Two Years (Assumes federal funds)	~12/2024 (to CTC)
Program	MTC Role*	Funding Amount (Years: FY 25-26 and FY 26-27)	Application Due Date

Local Partnership Competitive Program (LPP-C)	Regional Support	\$144 M Statewide Over Two Years	~12/2024 (to CTC)
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** For all programs, MTC also confirms that nominated projects are consistent with the region's RTP/SCS.*

To maximize the region's grant performance and competitiveness, MTC staff proposes continuing a regional approach to prioritize grant applications based on principles that closely align with the state's project selection criteria and program goals, and with regional plans, policies, and priorities. Similar to past cycles, staff recommends including deliverability, full funding plans, improving mobility, demonstrated partnership, and alignment with the state's Climate Action Plan for Transportation Infrastructure (CAPTI) as prioritization metrics, as detailed in Attachment B. For this cycle, staff recommends elevating projects advancing CAPTI goals as a higher priority over other metrics.

Focus on CAPTI

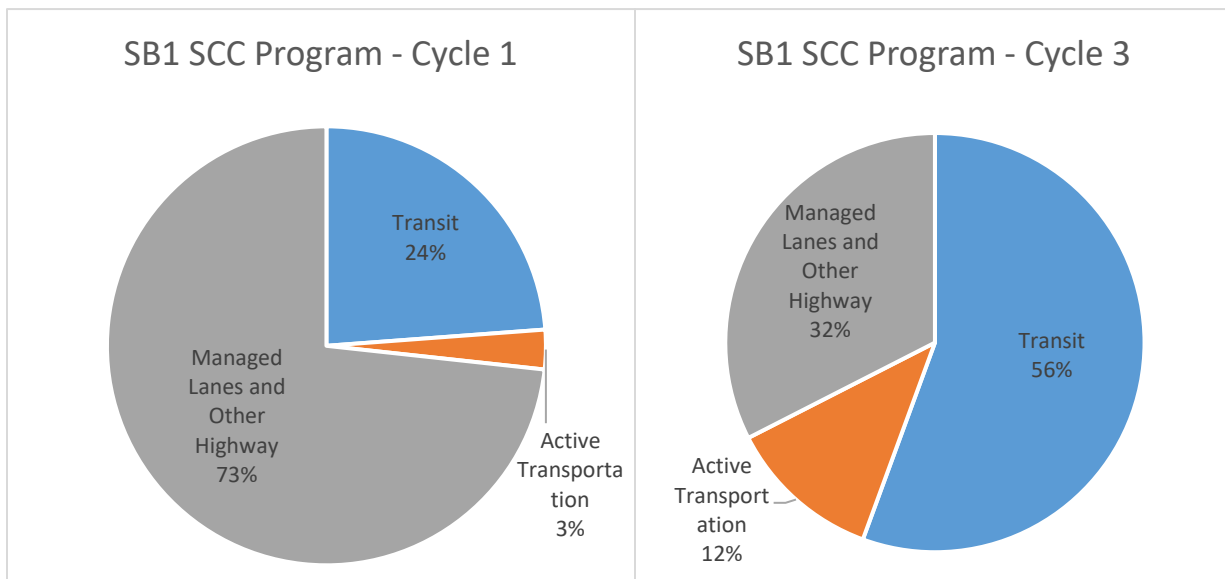
The California State Transportation Agency (CalSTA) adopted CAPTI in 2021. CAPTI details state priorities for discretionary transportation funds, including SB1 programs, to address climate change while supporting public health, safety, and equity. The California Department of Transportation (Caltrans) takes an implementing role for CAPTI and is developing the Caltrans System Investment Strategy (CSIS) that will serve as an investment framework to guide transportation investments and decisions. Caltrans's CSIS will guide which projects receive Caltrans support for funding programs including SB1. CTC, through its funding programs, has also included language in the draft SB1 guidelines recognizing CAPTI goals and a preference for projects that align with CAPTI.

Given the statewide focus on CAPTI, projects that strongly align with CAPTI and Caltrans's CSIS are better poised to receive funding from the state. Therefore, MTC staff recommends giving a higher scoring weight to projects that closely align with CAPTI/CSIS, over other metrics such as leverage and partnership. Project types and project scopes that align with the CAPTI guiding principles include projects that:

- Build toward an integrated statewide rail and transit network,
- Promote safe bicycle and pedestrian infrastructure networks,
- Invest in zero-emission vehicle infrastructure,
- Advance equity and social and environmental justice,
- Improve safety with a focus on Vision Zero,

- Address climate risk and improve resiliency against climate change,
- Do not significantly increase passenger vehicle travel, and where appropriate, include pricing and multimodal options to mitigate vehicle miles traveled,
- Promote infill development and protect against displacement,
- Develop a zero-emission freight transportation system, and
- Protect natural and working lands.

The pie charts below illustrate the evolution of project types from Cycle 1 (pre-CAPTI) to Cycle 3 (post-CAPTI) in the SCC Program. The share of transit and active transportation projects has grown, while the share of managed lanes and other highway projects has significantly decreased.



Process, Engagement, and Schedule

MTC staff previewed the proposed principles with the Bay Area County Transportation Agency Project Delivery Committee in March. Upon adoption of the principles, staff will request project nomination candidates from partner agencies. Staff would evaluate the candidates against the prioritization principles, as well as alignment with other policies such as the Bipartisan Infrastructure Law (BIL) Strategy and Major Project Advancement Policy (MAP), and bring MTC's endorsement actions to this Committee in July 2024. An anticipated timeline of actions is included on the last slide of Attachment C.

MTC adopted the 2024 Regional Transportation Improvement Program (RTIP) policies and procedures in September 2023. In it, MTC requires sponsors to use RTIP (or other local) funds as match to SB1 competitive program applications before MTC will commit other regional discretionary funding.

Issues:

State Guidelines. The State has not yet finalized guidelines for any of the programs discussed in this memo; CTC plans to consider the final guidelines and release the call for projects in August 2024. If the final guidelines affect the proposed prioritization principles, staff will return to this committee to propose revising the principles.

Policy Compliance: Staff recommends that selected projects comply with all applicable regional policies, including the Transit Oriented Communities (TOC) Policy (MTC Resolution No. 4530) and Transit Coordination Implementation Plan (MTC Resolution No. 3866).

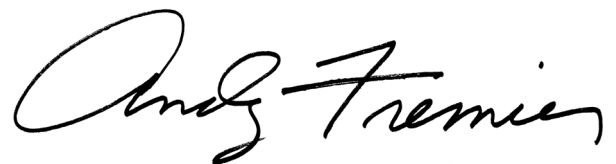
Recommendations:

Staff recommends the Committee:

- Provide feedback to staff on prioritization principles; and
- Refer the Proposed Prioritization Principles (Attachment B) to the Commission for approval in preparing staff's recommended Bay Area SB1 Competitive Program Project Nominations for MTC Commission consideration in July 2024.

Attachments:

- Attachment A: List of Previous Bay Area SB1 Awards
- Attachment B: Proposed Prioritization Principles
- Attachment C: Principle Discussion Slide Presentation



Andrew B. Fremier

SB 1 Competitive Programs - Bay Area Projects (Cycles 1 through 3) **Attachment A**

Bay Area Awards - All figures in \$millions

\$2,033 available

Solutions for Congested Corridors Program (SCCP)

Bay Area Share of State: 25.2%

Project Titles	County	Sponsor	Cycle	SCC Award
San Mateo US-101 Exp Lns / Santa Clara US-101 Exp Lns Ph 3	San Mateo/Santa Clara	Caltrans / VTA	1	\$233
Sonoma US-101 Marin-Sonoma Narrows, Segment C2	Sonoma	Caltrans / SCTA	1	\$85
BART Train Control Modernization Program	MTC Region	BART	2	\$60
Marin US-101 Marin-Sonoma Narrows, Contract B7	Marin	Caltrans / TAM	2	\$40
SR-29/SR-221 Soslcol Junction Interchange Project	Napa	NVTA	2	\$25
SMART Windsor Rail System Extension Project	Sonoma	SMART	3	\$30
East Bay Greenway Multimodal - North Segment Project Phase 1	Alameda	ACTC	3	\$39
Total				\$512

\$3,826 available

Trade Corridor Enhancement Program (TCEP)

Bay Area Share of State: 18.0%

Project Titles	County	Sponsor	Cycle	TCEP Award
Port of Oakland 7th Street Grade Separation (East)	Alameda	Port of Oakland	1	\$175
Port of Oakland ITS Elements (Go Port)	Alameda	Port of Oakland	1	\$12
At-Grade Rail Crossing Improvements (Emeryville)	Alameda	Emeryville	1	\$4
Solano I-80/I-680/SR-12 Interchange (Ph 2a)	Solano	Caltrans / STA	1	\$53
US-101/SR-25 Interchange Improvements (design)	Santa Clara	VTA	1	\$4
I-680/SR-4 Interchange Improvements (design)	Contra Costa	CCTA	2	\$18
US-101/SR-25 Interchange Improvements (construction)	Santa Clara	VTA	2	\$55
I-80 Westbound Cordelia Truck Scales (design)	Solano	Caltrans / STA	2	\$24
Solano I-80 Managed Lanes	Solano	Caltrans / STA	2	\$123
Port of Oakland Green Power Microgrid	Alameda	Port of Oakland	3	\$42
TOWN Rail Safety Improvements	Alameda	Oakland	3	\$30
I-80 San Pablo Dam Rd. Interchange Improvements Ph 2 (PS&E and RC	Contra Costa	CCTA	3	\$20
Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility	Solano	STA/Caltrans	3	\$129
Total				\$690

\$638 available

Local Partnership Program (LPP) Competitive Program

Bay Area Share of State: 36.1%

Project Titles	Applicant	Implementor	Cycle	LPP Award
Purchase Hybrid Buses	AC Transit	AC Transit	1	\$15
I-680/SR4 Interchange Improvements – Phase 3	CCTA	CCTA	1	\$34
Rumrill Blvd. Complete Streets	San Pablo	San Pablo	1	\$3
Jefferson Street Improvements Phase II	SFCTA	SF DPW	1	\$7
San Mateo US-101 Express Lanes	C/CAG, SMCTA	C/CAG, SMCTA	1	\$20
Mathilda Avenue Improvements at SR-237 and US-101	VTA	VTA	1	\$17
I-680 Southbound Express Lane from SR-84 to Alcosta Blvd.	ACTC	Caltrans	2	\$25
Mission/Geneva Safety Improvements	San Francisco	SF Public Works	2	\$9
US-101/De La Cruz Boulevard/Trimble Road Interchange Improvements	VTA	VTA	2	\$25
Windsor River Road/Windsor Road Intersection Improvement	Windsor	City of Windsor	2	\$3
Oakland Alameda Access Project	Alameda	ACTC	3	\$25
SamTrans Emission Zero Project	San Mateo	SamTrans	3	\$15
Mountain View Transit Center Grade Separation and Access Project	Santa Clara	VTA	3	\$25
US 101/Hearn Ave Regional Multimodal Interchange	Sonoma	SCTA	3	\$9
Total				\$231

	Statewide Avail.	SB 1 Award
Bay Area Totals:	\$6,497	\$1,433

Note: MTC took action on SCCP and TCEP programs. MTC took no action for LPP Competitive program.

Overall:

22.1%

Attachment B: Prioritization Principles for Bay Area 2024 SB1 Competitive Program Nominations

Subject:

This document includes the proposed prioritization principles for each Senate Bill 1 competitive program for which MTC has a role. The prioritization principles will be used to select and rank projects for MTC's nomination in the Solutions for Congested Corridors Program, and to refine projects for MTC's compilation of projects for the Trade Corridor Enhancement Program.

Solutions for Congested Corridors Program (SCCP):

Senate Bill 1 identifies \$250 million per year for the Solutions for Congested Corridors Program (SCCP). The SCCP funds projects that make specific performance improvements designed to reduce congestion in highly traveled corridors. MTC and Caltrans are the only eligible nominating agencies in the Bay Area and must prioritize their nominations.

Prioritization Principle	Discussion
Alignment with CAPTI and CSIS	Degree of alignment with California State Transportation Agency's (CalSTA's) Climate Action Plan for Transportation Infrastructure (CAPTI) and the Caltrans System Investment Strategy (CSIS).
Addresses mobility in key congested corridors	Supports overall program intent; potential to use Vital Signs Top Congested Corridors data, Caltrans data, and other regional planning documents
Demonstrates Benefits to EPCs	Emphasizes projects that provide meaningful benefits to residents of Equity Priority Communities (EPCs)
Reduces Greenhouse Gas Emissions	The Governor's Executive Order N-19-19 directs the California State Transportation Agency (CalSTA) to prioritize projects that lower fuel consumption and greenhouse gas emissions from transportation.

Prioritization Principle	Discussion
Deliverability by FY 26-27 and Leveraging/Full Funding	Emphasize ready-to-go projects that have at least 35% design, and leverages other funds to complete funding plan
Partnership	Demonstrate Caltrans and other partner support; Caltrans joint-nomination is preferred (announcement expected mid-2024)

Trade Corridor Enhancement Program (TCEP):

Senate Bill 1 identifies \$300 million per year to be deposited into the Trade Corridor Enhancement Account (TCEA). The TCEA, along with any federal freight formula funds for California, form the basis for the Trade Corridor Enhancement Program. The TCEP funds infrastructure improvements on corridors that have a high volume of freight movement. MTC compiles project nominations from the region.

Prioritization Principle	Discussion
Alignment with CAPTI and CSIS	Degree of alignment with California State Transportation Agency's (CalSTA's) Climate Action Plan for Transportation Infrastructure (CAPTI) and the Caltrans System Investment Strategy (CSIS).
Address mobility in key freight corridors	Emphasize projects on Primary Highway Freight Network, multi-modal/ rail/ port projects, and projects in MTC's Goods Movement Investment Strategy
Demonstrates Benefits to EPCs	Emphasizes projects that provide meaningful benefits to residents of Equity Priority Communities (EPCs)

Prioritization Principle	Discussion
Address community impacts from freight corridors	Encourage mode shift from highway to rail, emission reduction projects.
Deliverability by FY 26-27 and Leveraging/ Full Funding	Emphasize ready-to-go projects that have at least 35% design; Support projects that previously received TCEP funds and leverages other funds to complete funding plan
Partnership	Demonstrate Caltrans and other partner support; Caltrans joint-nomination is preferred (announcement expected mid-2024)

Local Partnership Program (LPP):

Senate Bill 1 identifies \$200 million per year for the Local Partnership Program. The California Transportation Commission first takes \$20 million off the top each year for an incentive program (awarding immediate funds for a new or renewed tax, toll, or fee dedicated solely to transportation), and splits the remaining money 60% to a formulaic share based on population and revenue generated, and 40% to a competitive program. LPP allows local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. MTC has no formal role in nominating projects, aside from projects using regional bridge tolls to qualify for LPP funds.

Proposal:

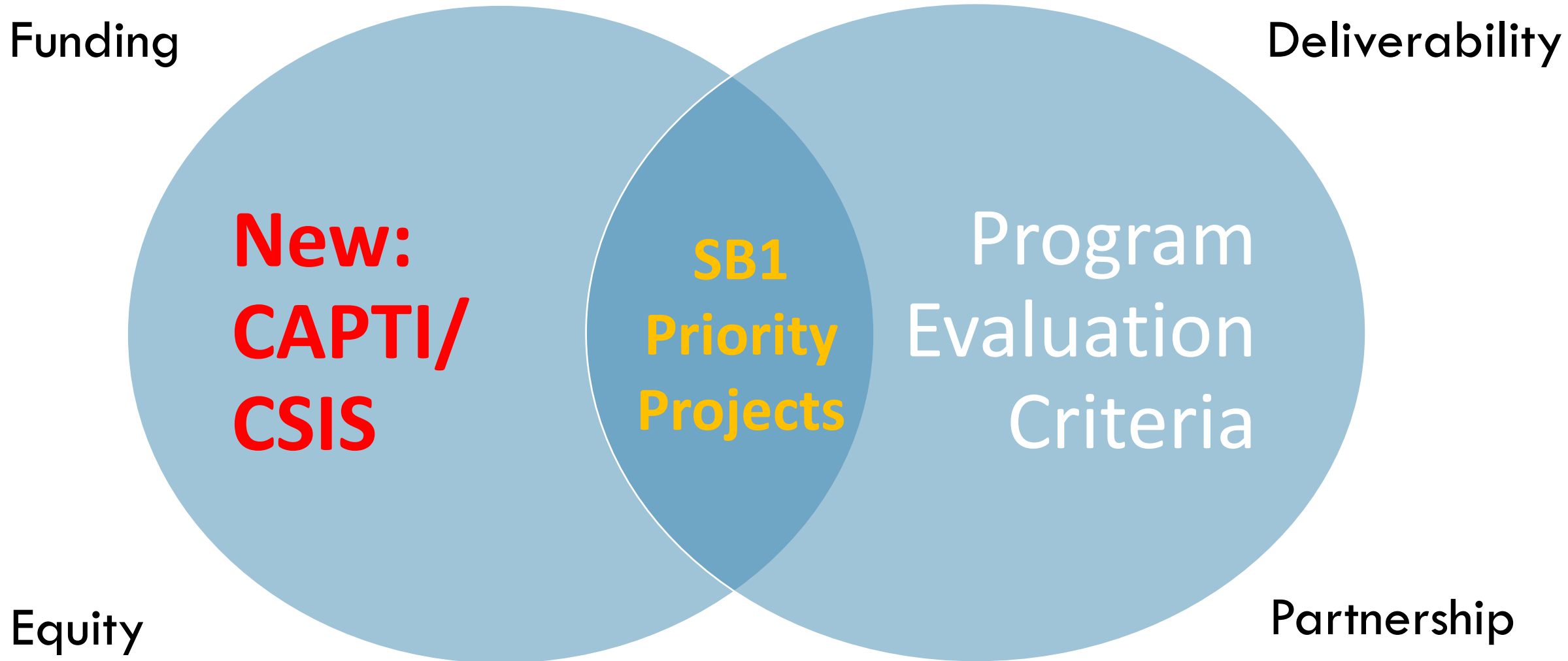
Provide MTC letters of support for projects that further the goals and priorities of MTC's Regional Transportation Plan / Sustainable Communities Strategy, *Plan Bay Area 2050*, and that address funding gaps.

SB1 COMPETITIVE PROGRAMS BAY AREA NOMINATIONS

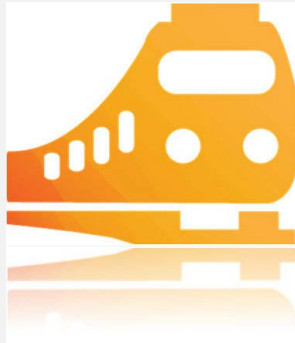
Proposed Prioritization Principles for Discussion



SB1 PROJECT PRIORITIZATION



CAPTI INVESTMENT FRAMEWORK



Building towards an integrated, statewide rail and transit network



Investing in **networks** of safe and **accessible** bicycle and **pedestrian** infrastructure



Including investments in light, medium, and heavy-duty zero-emission-vehicle (ZEV) infrastructure



CAPTI INVESTMENT FRAMEWORK



Strengthening our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits



Making safety improvements to reduce fatalities and severe injuries of all users towards zero



Assessing physical climate risk



Promoting projects that do not increase passenger vehicle travel



Promoting compact infill development while protecting residents and businesses from displacement



Protecting natural and working lands

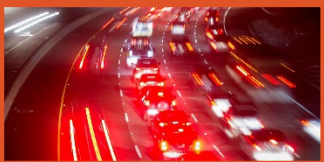




Developing a zero-emission freight transportation system



PROGRAMS

SB1 Competitive Programs

Acronym		Program	MTC Prior Performance
SCCP		Solutions for Congested Corridors	25%
TCEP		Trade Corridor Enhancement Program	18%
LPP-C		Local Partnership Competitive Program	36%

Note: MTC Target: 20%-30%

DRAFT REGIONAL PRIORITIZATION PRINCIPLES



Solutions for Congested Corridors (SCC)

MTC Role: MTC nominates, Caltrans also nominates

Match: Not Required

Amount: \$500M statewide (2 years)

MTC Target: \$100M-\$150M

PRINCIPLE

- **CAPTI/CSIS ALIGNMENT**
- **ADDRESS MOBILITY IN KEY CONGESTED CORRIDORS**
- **DEMONSTRATES BENEFIT TO EPCs**
- **REDUCES GHG EMISSIONS**
- **DELIVERABILITY BY FY26-27 & LEVERAGING/FULL FUNDING**
- **PARTNERSHIP: CALTRANS JOINT-NOMINATION/OTHER PARTNERS**

DRAFT REGIONAL PRIORITIZATION PRINCIPLES



Trade Corridor Enhancement Program (TCEP)

MTC Role: MTC compiles regional nominations

Match: 30% Minimum Required

Amount: \$1.0B statewide* (2 years)

MTC Target: \$200M-300M

PRINCIPLE

- **CAPTI/CSIS ALIGNMENT**
- **ADDRESS MOBILITY IN KEY FREIGHT CORRIDORS****
- **DEMONSTRATES BENEFIT TO EPCs****
- **ADDRESS COMMUNITY IMPACTS FROM FREIGHT CORRIDORS****
- **DELIVERABILITY BY FY26-27 & LEVERAGING/FULL FUNDING**
- **PARTNERSHIP (INCLUDING WITH CALTRANS/OTHER PARTNERS)**

* Assumes federal formula freight funds from IIJA/BIL

** Consistency with MTC's Regional Goods Movement Investment Plan

DRAFT REGIONAL PRIORITIZATION PRINCIPLES



Local Partnership Competitive Program (LPP-C)

MTC Role: Regional support, and
submitting its own projects
Match: 50% Minimum Required
Amount: \$144M statewide* (2 years)
MTC Target: \$29M-43M

PRINCIPLE

- **SUPPORTS REGIONAL GOALS**
- **ADDRESS FUNDING GAPS**

MTC ROLE: REGIONAL SUPPORT, COORDINATION (LETTERS OF SUPPORT)

TIMELINE SUMMARY



Senate Bill 1 Discretionary Programs

DATE	MILESTONE
DECEMBER 2023	<ul style="list-style-type: none">▪ Caltrans solicits project nominations for Caltrans joint-sponsorship
APRIL 2024	<ul style="list-style-type: none">▪ MTC Commission considers Regional Approach and Prioritization Principles
JULY 2024	<ul style="list-style-type: none">▪ Caltrans releases selected project nominations for Caltrans joint-sponsorship▪ MTC Commission considers following program: SCCP, TCEP
AUGUST 2024	<ul style="list-style-type: none">▪ CTC adopts guidelines for SCCP, TCEP, and LPP
NOVEMBER- DECEMBER 2024	<ul style="list-style-type: none">▪ Applications due for SCCP, TCEP, and LPP
JUNE 2025	<ul style="list-style-type: none">▪ CTC release recommended awards for SCCP, TCEP, and LPP

Metropolitan Transportation Commission

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Legislation Details (With Text)

File #:	24-0471	Version:	1	Name:	
Type:	Assembly Bill	Status:		Commission Approval	
File created:	3/21/2024	In control:		Joint MTC ABAG Legislation Committee	
On agenda:	4/12/2024	Final action:			
Title:	Assembly Bill 2485 (Carrillo): Regional Housing Needs Determination				
	Increase transparency and use of outside experts in the state Department of Housing and Community Development's process for determining regional housing needs.				

Sponsors:

Indexes:

Code sections:

Attachments: [11a 24-0471 Summary Sheet AB 2485 Carrillo RHND.pdf](#)
[3a 24-0471 Summary Sheet AB 2485 Carrillo RHND.pdf](#)

Date	Ver.	Action By	Action	Result
4/12/2024	1	Joint MTC ABAG Legislation Committee		

Subject:

Assembly Bill 2485 (Carrillo): Regional Housing Needs Determination

Increase transparency and use of outside experts in the state Department of Housing and Community Development's process for determining regional housing needs.

Presenter:

Julie Snyder

Recommended Action:

Support / ABAG Executive Board Approval
Support / MTC Commission Approval

Attachments:

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

April 12, 2024

Agenda Item 3a

Assembly Bill 2485 (Carrillo): Regional Housing Needs Determination

Subject:

Increase transparency and use of outside experts in the state Department of Housing and Community Development's process for determining regional housing needs.

Background and Bill Provisions:

Assembly Bill (AB) 2485 would require the Department of Housing and Community Development (HCD) to publish the data sources, analyses, and methodology it uses to calculate each region's housing need for the purpose of developing the Regional Housing Needs Determination (RHND). Additionally, the bill would require HCD to convene an advisory panel comprised of a "U.S. Census Bureau-affiliated practitioner," a data expert, and a representative of the council of governments each time it calculates a region's housing need. The bill is authored by Assembly Local Government Committee Chair Juan Carrillo (District 39) and sponsored by the Southern California Association of Governments (SCAG).

State law charges HCD with calculating each region's existing and future housing needs every eight years, in consultation with the relevant council of governments. This RHND underpins the Regional Housing Need Allocation (RHNA) developed by the Association of Bay Area Governments (ABAG). The RHNA assigns unit counts by affordability levels to each jurisdiction, informing the housing elements of local General Plans. Those housing elements are required to identify sites to fully accommodate the local share of the RHND.

HCD determines a region's *existing* housing need through a combination of vacancy rates, overcrowding, homes lost in a natural disaster, and the extent to which households are housing cost-burdened. Determining *future* housing need starts with population growth projections from either the state Department of Finance (DOF) or regional transportation plans. The projected growth is divided into age cohorts; the rate at which each cohort forms new households determines how many new homes the region will need to fully house its future population. The final RHND combines the existing need and projected future need.

Recommendation:

Support / ABAG Executive Board Approval

Support / MTC Commission Approval

Discussion:

A March 2022 state audit examined the RHND process and found several errors that resulted in lower numbers for the Sacramento and Santa Barbara areas, which the auditor noted poses a risk to public confidence in HCD's calculations. Among other items, the audit urged the DOF to conduct and document a comprehensive review of its assumptions on household formation rates. According to the state auditor, HCD and DOF have fully implemented five out of six recommendations. While this progress is encouraging, AB 2485's transparency provisions will aid councils of governments and other interested parties in monitoring the state's RHND process for accuracy. For this reason and consistent with Item 4B in our 2024 Advocacy Program, staff recommends MTC and ABAG adopt a "support" position on AB 2485.

Known Positions:

Support

Southern California Association of Governments (sponsor)

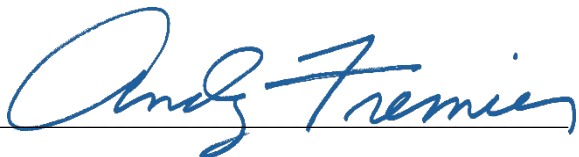
California Association of Councils of Government (CalCOG)

Oppose

None known

Attachments:

None



Andrew B. Fremier

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	24-0472	Version:	1	Name:	
Type:	Report	Status:		Commission Approval	
File created:	3/21/2024	In control:		Joint MTC ABAG Legislation Committee	
On agenda:	4/12/2024	Final action:			
Title:	Regional Transportation Measure Authorizing Legislation				

Senate Bill 1031 (Wiener/Wahab): Connect Bay Area Act (MTC-sponsored regional transportation revenue measure authorizing bill).

Sponsors:

Indexes:

Code sections:

Attachments: [11b 24-0472 Summary Sheet SB1031 Regional Transp Measure Authorizing Legislation.pdf](#)
[11b 24-0472 Attachment A MTC Adopted Provisions vs SB 1031 Comparison 3.26.24.pdf](#)
[11b 24-0472 Attachment B Network Managment and SB 1031 Overview 4.2.24.pdf](#)
[11b 24-0472 Attachment C Draft Consolidation Study Amendments.pdf](#)
[11b 24-0472 Attachment D Proposed Principles and Expenditure Framework SB 1031 Wiener-](#)
[11b 24-0472 Attachment E Summary Proposed Amendments SB 1031 Wiener-Wahab.pdf](#)
[11b 24-0472 Handout SB 1031 Draft Guardrails.pdf](#)
[11b 24-0472 Handout-PowerPoint MTC Draft Framework.pdf](#)
[11b 24-0472 Handout Comments Received SB 1031 Wiener-Wahab.pdf](#)
[3bi 24-0472 Summary Sheet Senate Bill 1031.pdf](#)
[3bii 24-0472 Attachment A MTC Adopted Provisions vs SB 1031 Comparison 3.26.24.pdf](#)
[3biii 24-0472 Attachment B Network Managment and SB 1031 Overview 4.2.24.pdf](#)
[3biv 24-0472 Attachment C Draft Consolidation Study Amendments.pdf](#)
[3bv 24-0472 Attachment D Proposed Principles and Expenditure Framework SB 1031 Wiener-](#)
[3bvi 24-0472 Attachment E Summary Proposed Amendments SB 1031 Wiener-Wahab.pdf](#)
[3bvii 24-0472 Handout Comments Received SB 1031 Wiener-Wahab.pdf](#)
[3bviii 24-0472 Handout-PowerPoint MTC Draft Framework.pdf](#)
[3bix 24-0472 Handout SB 1031 Draft Guardrails.pdf](#)

Date	Ver.	Action By	Action	Result
4/12/2024	1	Joint MTC ABAG Legislation Committee		

Subject:

Regional Transportation Measure Authorizing Legislation

Senate Bill 1031 (Wiener/Wahab): Connect Bay Area Act (MTC-sponsored regional transportation revenue measure authorizing bill).

Presenter:

Rebecca Long

Recommended Action:

Support Proposed Amendments / MTC Commission Approval

Attachments:

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

April 12, 2024

Agenda Item 3b

Regional Transportation Measure Authorizing Legislation

Subject:

Senate Bill 1031 (Wiener/Wahab): Connect Bay Area Act (MTC-sponsored regional transportation revenue measure authorizing bill).

Background:

Legislative Update

On March 18, 2024, the first round of substantive changes to MTC's sponsored regional transportation measure authorizing legislation were amended into Senate Bill (SB) 1031 (Wiener and Wahab). The bulk of these amendments reflected the Commission's direction provided in January, with some significant exceptions. Attachment A compares Commission-directed provisions with those in print.

Consistent with Commission direction, the bill allows MTC to place a measure on the ballot in all nine Bay Area counties or a subset in November 2026 or later. The bill also identifies eligible expenditures consistent with the expenditure categories approved by the Commission (transit transformation, safe streets, connectivity, and climate resilience). One difference from the Commission-approved bill framework is a \$750 million annual floor for transit operations investments. The Commission in January deferred details on an expenditure plan until further Commission and legislative discussions. However, as one of the joint authors, Senator Wiener prioritized including this transit operations floor in the bill.

The Commission in January directed that the regional measure authorizing bill help deliver on transit customer-focused outcomes. Specifically, the Commission directed that the authorizing legislation strengthen MTC's role as a network manager to accelerate the implementation of the Bay Area Transit Transformation Action Plan's rider-focused action items. The bill does this by establishing that MTC is responsible for implementing a seamless transit rider experience across the nine county San Francisco Bay Area and revises existing law requiring MTC to adopt rules and regulations related to the transit coordination. Specifically, it clarifies that MTC must adopt

rules and regulations related to the following topics to promote the coordination of Bay Area public transit agencies:

1. Fares, including fare payment and fare integration
2. Schedules
3. Mapping and wayfinding
4. Real-time transit information
5. Other customer-facing operating policies that would benefit from a regional approach

Notably, current law already conditions the receipt of State Transit Assistance (STA) funds on compliance with MTC's coordination-related rules and regulations. MTC through Resolution 3866 additionally conditions Transportation Development Act Local Transportation Funds (TDA) funds and other regional transportation funds on coordination compliance, to the extent allowed by law. This bill cross references MTC's existing STA fund conditioning authority in the code section where its general transit coordination authority is provided for and further incorporates a reference to TDA funding and new funding that would be generated by a regional transportation revenue measure based on compliance with those rules and regulations.

Attachment B provides a more detailed summary of the bill's network management-related provisions. Current policy related to coordination requirements are included in MTC Resolution 3866, which can be downloaded at this [link](https://mtc.ca.gov/sites/default/files/RES-3866_approved.pdf) (https://mtc.ca.gov/sites/default/files/RES-3866_approved.pdf).

Staff have been working with transit agency legislative staff on potential amendments to address concerns raised by transit agencies about the provisions strengthening MTC's network management authority. The amendments, which we have referred to as "guardrails" will be provided as a handout at your meeting for your consideration and approval.

Transit Consolidation Assessment & Plan

Another provision added to the bill on March 18 is a study requirement related to Bay Area transit agency consolidation. This language was added at the direction of the Senate President Pro Tempore McGuire and Senator Wahab, who is a joint author of SB 1031 with Senator Wiener. Notably, this provision runs counter to the Commission's direction in January where the consensus was that the bill should focus on strengthening transit agency *coordination*, not

consolidation. The language would require the California State Transportation Agency (CalSTA) to select a transportation institute to assess the advantages and disadvantages of consolidation of Bay Area transit agencies in consultation with impacted stakeholders and prepare a consolidation plan to implement recommendations from the assessment. The language is problematic in that it predetermines that the assessment, followed by an implementation plan, will conclude that consolidation of Bay Area transit agencies is the preferred outcome without thoroughly weighing the pros and cons and furthermore implies that all agencies should be consolidated into a single agency. Not surprisingly, these provisions have raised a lot of concerns, contributing to Caltrain, SamTrans and Santa Clara Valley Transportation Authority (VTA) taking an “oppose unless amended” position on the bill last week.

Over the last several weeks, staff have been working closely with transit agency staff on potential amendments bill that could retain the requirement for an assessment and a study related to this topic but would also: 1) clearly define “consolidation” to include options that don’t modify the governance of agencies (e.g. combining staff functionalities); 2) ensure the outcome of the assessment and plan aren’t predetermined by the statute; 3) ensure options are examined based on a defined set of goals that are aligned with Plan Bay Area 2050 (e.g. increasing transit ridership and cost efficiency, among others); and 4) require consolidation options be compared to the benefits of regional network management coordination already underway as well as potential *enhanced* regional transit coordination. These draft amendments related to the transit consolidation assessment and plan are included for your review and referral to the Commission for approval as Attachment C.

Expenditure Plan Recommendations

Staff is seeking direction from the Committee on proposed amendments related to how and where funds will be spent, including guaranteeing minimum “return-to-source” provisions (share of funds to be reinvested for county benefit in which tax proceeds are generated) as well as proposed funding shares for transit and the bill’s other expenditure categories. Attachment D provides more detail on the proposed principles and expenditure plan framework.

Expenditure Category	Share of Program	Method of Distribution
Transit Transformation	45%	Funds prioritized to avert transit service cuts & address transit operating deficits <ul style="list-style-type: none"> • 40% guaranteed to each county based on share of revenue generated (“return to source”) • 60% regional discretionary distributed based on need
Safe Streets	25%	Distributed to county transportation agencies on 100% “return to source” basis
Connectivity	15%	100% return to source guaranteed over capital expenditure plan timeframe
Flex	15%	First priority is guaranteeing minimum “return to source” and meeting transit minimum guarantees. Second priority available for regional priorities (Transit Transformation or capital investments at Commission discretion)

When combined with an assumed \$150 million available for public transit from the proposed employer Transportation Demand Management (TDM) requirement, this framework could provide transit operations with \$750 million in a \$1 billion/year measure and up to \$1.1 billion from a \$1.5 billion/year measure, as shown in Attachment D. Staff recommends this framework replace the current language in the bill that sets a minimum “\$750 million” threshold for Transit Transformation given there is no guarantee that the tax measure will consistently generate a sufficient revenue stream to meet that dollar requirement under a severe recession or other unanticipated event. A percentage-based structure also ensures funding for the other expenditure categories of Safe Streets and Connectivity. This is the practice used to assign funds to transit operations and other purposes in local sales tax measures as well as Regional Measures 2 and 3.

Staff recommends that the proposed stand-alone Climate Resilience category that the Commission endorsed in January be integrated as an eligible expenditure within the Safe Streets and Connectivity Programs, similar to how federal law now allows federal transportation funds to be used to fund resilience needs. This also simplifies the program and creates more flexibility for each county to meet its diverse needs.

Return to Source Provisions

Ensuring that Bay Area taxpayers can count on receiving significant tangible benefits as a result of their contributions to any future tax will be critical to both SB 1031 and a future ballot measure's appeal to voters. Based on staff's analysis, we believe a nine-county ballot measure can fully address the standardized transit operating shortfalls while also providing a minimum 70 percent "return to source" benefit back to counties for the first five years, with the option to grow to 80 percent in years six and beyond. The trade-off with a higher "return to source" is more funding going to investments in counties served by transit systems with minimal operating shortfalls and less funding available to address operating deficits, regional Transit Transformation and/or other regional priorities.

How would the funding be distributed?

- Safe Streets – 25%

Safe Streets funding is proposed to be directly suballocated to counties on the basis of how much they each generate in revenue and could be administered by the county transportation agency, augmenting any existing funding for local road repairs and bicycle and pedestrian enhancements. Under a \$1 billion measure, this would provide \$250 million/year regionwide, or \$375 million under a \$1.5 billion measure.

- Connectivity – 15%

Connectivity funding is proposed to be a multimodal capital program administered by MTC with each county guaranteed their share of benefit from projects funded over a specified timeframe. Projects would be required to be included in Plan Bay Area 2050+ or successive plan. The new bonding authority proposed in the bill would allow MTC to accelerate delivery of the Connectivity Program.

- Transit Transformation – 45% + Revenues Generated from Transportation Demand Management Mandate

With respect to Transit Transformation, the aim is to mitigate near-term transit fiscal cliffs and ensure resources are available to improve transit service, including for Bay Area transit riders who use systems without major operating deficits. The funds are proposed to be distributed 40 percent by formula on a return-to-source basis providing a guarantee that each county will receive at least 40 percent of the 45 percent allocated to transit, leaving 60 percent for MTC to allocate for transit network needs and regional priorities. Additionally, staff is proposing minimum guarantees to transit agencies as shown below, which would be the first call on the 40 percent formula portion.

Funding Guarantee	Rider-Based Threshold
\$25 million/year	Operators serving > 5 million riders per year and/or carrying passengers more than 25 million miles per year
\$10 million/year	Counties with small operators serving > 3 million riders per year
\$5 million/year	Counties with small operators serving < 3 million riders per year

In the near term, the entirety of the 60 percent Transit Transformation regional discretionary portion is anticipated to be needed to meet known transit operating shortfalls, which the bill would specify is the top priority. The TDM mandate will be available to further supplement funding available for Transit Transformation by an estimated \$150 million. In terms of how Transit Transformation funds are distributed, since closing the transit operating gap is MTC and the bill authors' top priority for the measure, our calculations of how much benefit a given county receives overall include funds provided to transit agencies providing service in those counties. Specifically, staff has analyzed this funding framework in the context of known transit operating shortfalls using morning boardings as the basis for determining the benefit a given county receives as a result of the measure averting service cuts in that county. For example, in

determining how much benefit Alameda County would receive from the measure, since 44 percent of BART morning boardings are from stations in Alameda County, the county is assigned 44 percent of the roughly \$250 million estimated for BART's 'standardized' annual operating shortfall.

- Flexible – 15%

Last but not least, the program reserves 15 percent of the funds in a "Flex" category which serves a number of critical needs including 1) ensuring that each county receive a minimum Return to Source and 2) allowing the measure to address changing needs over time. After ensuring that minimum Return to Source targets are met as well as any backfill to meet transit operating deficits, the remainder would be available for regional priorities within the eligibility categories of Safe Streets, Connectivity or Transit Transformation.

Legislative & Bay Area Stakeholder Engagement

In addition to coordinating closely with the author's offices, staff have also been meeting regularly with the Connect Bay Area Working Group staff established to help inform the legislation and keep local stakeholders informed at each stage of the legislative process as well as separate meetings with legislative staff, transit operators, county transportation agency staff and MTC's Policy Advisory Council. This engagement informs the amendment recommendations staff will present at your meeting.

Committee Hearing Schedule

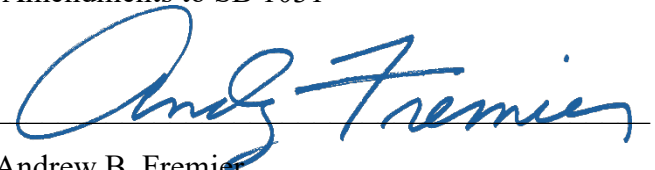
The bill has been referred to the Senate Transportation and Senate Revenue & Taxations Committees. However, we anticipate the bill will first be heard in the Senate Transportation Committee on April 23 followed by the Senate Revenue and Taxation Committee on April 24. These committees are chaired by Senator Cortese and Senator Glazer, respectively. Staff anticipates committee chairs would like as many outstanding policy issues addressed as possible before the bill is heard in their committees.

Recommendation:

Support Proposed Amendments / MTC Commission Approval

Attachments:

- Attachment A: MTC Adopted Provisions vs. SB 1031 Comparison Chart
- Attachment B: Overview of SB 1031 Network Management Provisions
- Attachment C: Draft Transit Consolidation Assessment Amendments to SB 1031
- Attachment D: Proposed Principles and Expenditure Plan Framework for SB 1031
- Attachment E: Summary of Proposed Amendments to SB 1031


Andrew B. Fremier

Comparison of Commission-Adopted Concept for Regional Transportation Measure Legislation with SB 1031 (Wiener/Wahab)
March 18th Version

TOPIC	MTC-Approved Concept (January '24 Action)	SB 1031 (Wiener/Wahab) Provisions (Items following a □ symbol are different from MTC's recommendation)
Goal of Measure & Expenditure Priorities	Specify core goals of measure and expenditure categories (Transit Transformation, Safe Streets, Connectivity & Climate Resilience) in legislation. Given uncertainty on funding level to be authorized, defer recommendation on minimum shares for each expenditure category subject to further stakeholder and legislative engagement. Recommend including a flexible category to enable adjustments based on future needs and subject to changing circumstances.	Section 1 of the bill articulates the vision the Commission adopted for the ballot measure. Chapter 4 of the legislation, titled “Expenditures” lists the three focus areas of protecting and enhancing transit service, making transit faster, safer and easier to use and enhancing mobility and access for all along with the four categories of expenditure approved by MTC. Consistent with Commission direction, does not yet prescribe distribution across expenditure categories, so does not yet explicitly define a “flexible” category.
Funding Distribution	Specify intent to consider need and geographic balance in funding distribution. Defer specifics on distribution within each expenditure category subject to further legislative and stakeholder engagement.	Chapter 4, Expenditures specifies “It is the intent of the Legislature to enact legislation that would require the commission to consider need and geographic balance in distributing regional transportation revenues.”

TOPIC	MTC-Approved Concept (January '24 Action)	SB 1031 (Wiener/Wahab) Provisions (Items following a <input type="checkbox"/> symbol are different from MTC's recommendation)
		<input type="checkbox"/> Specifies a minimum of \$750 million to be allocated annually to fund Transit Transformation improvements, excluding zero-emission transit capital (Section 66538.40 (b)(1) in Chapter 4) <input type="checkbox"/> Provides that MTC may allocate measure funds to California State Transportation Agency for the proposed Bay Area Transit Consolidation study <input type="checkbox"/> Adds a “maintenance of effort” requirement for transit agencies to maintain their local funding commitments to transit operations to be eligible for funding from the measure.
Accountability	To deliver customer-facing priorities as soon as possible, establish MTC as the Regional Transit Network Manager with oversight over fare payment, fare integration, schedule coordination, mapping & wayfinding, real time transit information, and other customer-facing operating policies that would benefit	Section 5 of the bill amends MTC’s existing Transit Coordination Authority to strengthen and update it to reflect the goals of the Transformation Action Plan (Section 66516 subdivision (a)).

TOPIC	MTC-Approved Concept (January '24 Action)	SB 1031 (Wiener/Wahab) Provisions (Items following a □ symbol are different from MTC's recommendation)
	<p>from a regional approach upon enactment of enabling legislation.</p> <p>Upon ballot measure's approval, require establishment of ballot measure oversight committee to ensure funds are spent according to statute and ballot measure.</p>	<p>Chapter 3, titled Election Procedures, includes a provision establishing an independent oversight committee to ensure funds are spent according to the statute.</p>
Travel Demand Management Provision	<p>Require, subject to voter approval, that large employers of 50 or more employees in the Bay Area provide a subsidy to their employees to encourage alternatives to single occupancy vehicle (SOV) trips. Required to be a <i>transit</i> subsidy for employers located near transit.</p>	<p>Section 4 of the bill amends MTC and the Air District's existing Commuter Benefit statute to authorize the MTC to include in the transportation revenue measure subject to voter approval a mandatory subsidy for employers of 50 or more to encourage non-single occupant vehicle travel. For employers in proximity to transit (definition TBD) the subsidy is required to be a universal transit pass.</p>
Geographic Area of Tax	<p>Authorize MTC or voter initiative to place on ballot within the nine counties or a subset of the nine counties.</p>	<p>Section 6 of the bill specifies this. (Section 66538.20, subdivision (b))</p>
Citizen Initiative Option	<p>Allow measure to be placed upon the ballot directly by MTC or by a qualified voter initiative (e.g., S.F.'s Measure C, 2018), subject to a simple majority vote.</p>	<p>Section 6 of the bill specifies this (Section 66538.20, subdivision (c)).</p>

TOPIC	MTC-Approved Concept (January '24 Action)	SB 1031 (Wiener/Wahab) Provisions (Items following a <input type="checkbox"/> symbol are different from MTC's recommendation)
	(This approach is consistent with SB 679 (Kamlager, 2022) establishing the Los Angeles County Regional Housing Finance Act.)	<input type="checkbox"/> The language requires that any initiative proposed be consistent with the expenditure provisions of the legislation, resolving a concern that staff and commissioners had raised about risk of an outside organization proposing a ballot measure not consistent with regional priorities.
Timing & Duration of Ballot Measure	Allow on ballot November 2026 or later, subject to no sunset (allowing option to include time limit or not, dependent upon later polling) as determined by MTC or voter initiative.	Section 6 of the bill specifies that the measure will not be placed on the ballot before November 2026. Chapter 3 (Election Procedures), Section 66538.30 subdivision (a). No sunset specified, consistent with Commission direction.
Revenue Options & Amount	Authorize a menu of options subject to voter approval no sooner than 2026. Menu includes a square footage based parcel tax, income tax, payroll tax and sales tax. Also authorize a regional vehicle-miles traveled (VMT) charge subject to prior adoption of a statewide road usage charge and a vehicle registration charge (with higher rates based on vehicle's value) not sooner than	Section 6 of the bill includes the following options: parcel tax, sales tax, payroll tax and vehicle registration surcharge after 2030. <input type="checkbox"/> Items that were not included in the March 18 version of the bill include a regional vehicle miles traveled charge and a regional income tax.

TOPIC	MTC-Approved Concept (January '24 Action)	SB 1031 (Wiener/Wahab) Provisions (Items following a <input type="checkbox"/> symbol are different from MTC's recommendation)
	2030. Draft legislation without cap on tax rates to allow for further negotiation and discussions with the Legislature. Allow repeat ballot measure attempts and successive ballot measures.	
Transit Consolidation Study	Not recommended by Commission	<input type="checkbox"/> Section 3 of the bill includes very detailed provisions related to a transit consolidation “assessment” followed by a “comprehensive plan” to be overseen by the California State Transportation Agency (CalSTA) and conducted by a transportation institute. The assessment is scheduled to be completed by January 1, 2026 while the plan is due one year later, January 1, 2027.

Summary of Regional Network Management Components of SB 1031 (Wiener/Wahab)

April 2, 2024

Background

Given the importance of accelerating Transit Transformation across the region in order to increase ridership, reduce operating deficits and improve overall public opinion about Bay Area public transit – *critical to the success of a future ballot measure that will provide significant resources to help fund public transit* – the Commission’s January 2024 action on the regional measure authorizing legislation specified that the bill should include provisions to strengthen MTC’s role as a Network Manager effective upon enactment. The memo below summarizes SB 1031 Network Management provisions relative to existing law and current MTC practice.

SB 1031 and Linkage to Current Law

Section 5 of SB 1031 seeks to do this by directly stating that MTC “shall be responsible for implementing a seamless transit rider experience across region” and revising an *existing* statute related to MTC’s role with respect to transit coordination. Specifically, Government Code 66516 current requires that MTC:

“shall adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction. The commission shall require every system to enter into a joint fare revenue sharing agreement with connecting systems consistent with the commission’s rules and regulations.”

SB 1031 rearranges some of these provisions and expands the list to include all priority items from the Transit Transformation Action Plan:

1. Fares, including fare payment and fare integration
2. Schedules
3. Mapping and wayfinding
4. Real-time transit information
5. Other customer-facing operating policies that would benefit from a regional approach

Goals & Outcomes of Network Management

The bill states the Legislature’s intent that the central goal of the “rules and regulations” referenced above shall be “increasing transit ridership by improving the customer experience of riding public transit in the San Francisco Bay area and creating a seamless experience across all public transit agencies providing service in the commission’s jurisdiction.” Following the spirit of the outcome-focused Transit Transformation Action Plan, the bill further species the outcomes the Legislature intends the Commission to implement and sustain:

- (1) A common fare payment system for public transit agencies in the region.*
- (2) A universal regional transit pass that is valid on all public transit agencies in the region.*
- (3) An integrated transit fare structure with common definitions for adults, youth, seniors, persons with disabilities, and other categories of riders.*
- (4) A common fare transfer policy that strives to eliminate any extra fare for using more than one transit system on a single journey.*
- (5) Integrated mapping, signage, and real-time schedule information that makes transit in the region easy to navigate and convenient for both new and existing riders.*
- (6) Transit services in the region that are equitably planned and integrally managed as a unified, efficient, and reliable network, including interagency transfer policies and coordinating schedules at stops or station areas serving more than one public transit agency.*
- (7) Transit services for older adults, people with disabilities, and those with lower incomes that are coordinated efficiently throughout the region.*
- (8) Resources are invested to provide for the comfort and safety of transit riders.*
- (9) The transit network in the region uses its existing resources more efficiently and secures new, dedicated revenue to meet its capital and operating needs.*

Compliance with Transit Coordination Rules/Fund Conditioning – Current Law & Proposed Changes

Under current law ([Public Utilities Code 99314.7](#)) a Bay Area operator is only eligible for State Transit Assistance funds if it complies with Government Code 66516 – MTC’s transit coordination rules and regulations – which are formalized in Resolution 3866 - MTC’s Transit Coordination Implementation Plan.

MTC through Resolution 3866 additionally conditions Transportation Development Act (TDA) funds and other regional transportation funds on coordination compliance, with a caveat that MTC may only condition the funding “to the extent permitted by statute.” Consistent with the Commission’s direction to strengthen MTC’s existing transit coordination authority, the bill clears up any ambiguity as to the extent of MTC’s fund conditioning authority outlined in Resolution 3866 and aligns the rules and regulations with the policies included in the Transit Transformation Action Plan.

To provide greater clarity about the linkage between MTC’s Transit Coordination “rules and regulations” (Government Code Section 66516) and an operator’s eligibility for STA funding, the bill incorporates a cross reference PUC Code Section 99314.7 as shown in (b) (1) below.

The bill further strengthens operator accountability and MTC Network Management authority by linking compliance with Government Code 66516 to eligibility for TDA funds and SB 1031-authorized regional transportation measure funds. This is an evolution relative to current law that strengthens accountability by conditioning TDA funding on operator compliance with Transit Coordination requirements and extending conditioning to new regional revenue measure funds.

These SB 1031 changes read as follows:

(b) Notwithstanding any other law, each public transit agency within the region shall comply with the commission’s rules and regulations adopted pursuant to subdivision (a) as a condition of receiving any of the following funds:

*(1) Any funds allocated pursuant to Sections 99313 and 99314 of the Public Utilities Code, consistent with **Section 99314.7** of the Public Utilities Code. [State Transit Assistance Funds]*

(2) Any funds allocated from a local transportation fund administered pursuant to Article 3 (commencing with Section 99230) of Chapter 4 of Part 11 of Division 10 of the Public Utilities Code, consistent with subdivision (b) of Section 99270.5 of the Public Utilities Code. [Transportation Development Act Funds]

In summary, SB 1031 strengthens MTC's Network Management authority as follows:

- 1) Expands the list of items MTC must include in its Transit Coordination rules as shown above (modified #1, 3-5)
- 2) Makes STA eligibility conditioned on this broader list (notably Resolution 3866 already encompasses more than "fares and schedules")
- 3) Conditions TDA funding on compliance with Government Code 66516 - an expansion of the current conditioning related to compliance with MTC's "Productivity Improvement Program" (Resolution 4630) but already referenced in Resolution 3866.

Draft Transit Consolidation Assessment Amendments to Senate Bill 1031 (Wiener/Wahab)

April 5, 2024

SEC. 3.

Section 13978.9 is added to the Government Code, to read:

13978.9.

(a) For purposes of this section, the following definitions apply:

(1) "Commission" means the Metropolitan Transportation Commission.

(2) "San Francisco Bay area" means the region comprising the commission's jurisdiction, as prescribed by Section 66502.

(3) "Transit agency" has the same meaning as "public transportation operator" as defined in subdivision (b) of Section 99312.2 of the Public Utilities Code.

(4) "Transportation Agency" means the California State Transportation Agency.

(5) "Transportation institute" means either the University of California Institute of Transportation Studies or the Mineta Transportation Institute at San José State University.

(6) "Consolidation" may include reforms to transit agencies that include one or more of the following:

(i) Combining or sharing staff or functionalities of transit agencies while retaining separate governing boards.

(ii) Replacing multiple governing boards with a unified governing board representing a broader jurisdiction.

(iii) Creating an umbrella structure under which existing transit agencies are brought together but still operate as distinct divisions with separate governing boards.

(b) (1) Subject to the initial passage of a measure pursuant to Section 66538.30, the Transportation Agency shall select a consultant, which may include a consultant team that includes a transportation institute, to conduct an assessment of the associated advantages and disadvantages of consolidating all or a subset of the transit agencies that are located within the San Francisco Bay area and shall oversee such assessment. In selecting the consultant, the Transportation Agency shall ensure that the individuals working on the assessment have expertise in the legal, labor relations, governance, financial and operational aspects of public transportation in California.

(2) In developing its assessment, the consultant shall regularly consult with the impacted transit agencies and the commission and be informed by guidance from the state Transit Transformation Task Force established pursuant to Section 13979.3.

(3) The assessment shall evaluate the potential for consolidation or enhanced coordination to meet the following goals: improve rider outcomes, increase transit ridership, increase passenger miles traveled, improve access to transit for low-income residents and those residing in equity priority communities as defined by the commission, and create cost efficiencies.

(4) The assessment shall compare the consolidation options enumerated in subparagraphs i-iii of paragraph (6) of subdivision (a) and evaluate the extent to which each option advances the goals in paragraph (3) as compared to anticipated outcomes from transit coordination underway through the regional network management framework adopted by the commission or potential enhanced transit coordination opportunities.

(5) For each alternative considered, the assessment shall include a review and description of the following impacts, as applicable:

- (i) benefits, including rider-focused improvements;*
- (ii) operating budget impacts;*
- (iii) cost impacts;*
- (iv) costs associated with implementation;*
- (v) governance impacts;*

(vi) challenges and considerations associated with any proposed consolidation under the definition in subparagraph (a)(6)(ii) including consolidation of agencies with different service modes, rolling stock, technologies or other key operational differences across agencies;

(vii) impacts to wages, work conditions, pension, and retirement benefits of workers covered by collective bargaining agreements;

(viii) impacts to workforce totals and employment opportunities; and

(ix) regulatory and legal barriers to any proposed consolidation.

(6) The consultant shall complete the assessment within 24 months of the certification of the revenue measure passage pursuant to Section 66538.30 and subsequent to securing a funding agreement with the Transportation Agency to complete the assessment. Upon completion, the consultant shall submit the assessment to the Legislature in compliance with Section 9795 and to the commission and each of the transit agencies located in the San Francisco Bay area.

(c) Based on the findings of the assessment conducted pursuant to subdivision (b), the Transportation Agency shall develop recommendations to advance the goals in (b)(3) and develop an implementation plan for any recommended actions. The Transportation Agency shall complete the implementation plan within one year of the completed assessment and, upon completion, shall submit the implementation plan to the Legislature in compliance with Section 9795, and to the commission and each of the transit agencies located in the San Francisco Bay area. Nothing in this section authorizes the Transportation Agency to implement any governance changes to transit agencies that may be recommended in the implementation plan.

(d) (1) In undertaking the duties set forth in subdivisions (b) and (c), the Transportation Agency shall consult with impacted stakeholders, including, but not limited to, impacted transit agencies, transit unions, transit riders, the commission and local governments.

(2) If the Transportation Agency selects the University of California Institute of Transportation Studies as the consultant or one of the consultants to complete the assessment, the requirement to complete the assessment shall only apply to the University of California to the extent that the Regents of the University of California, by appropriate resolution, make that requirement applicable.

(e) (1) Upon the passage of a revenue measure as described in Section 66538.30, the Bay Area Transit Consolidation Technical Assistance Fund is hereby established in the State Treasury for the deposit of moneys that can be used for the following purposes:

(A) Paying for the cost of conducting the assessment pursuant to subdivision (b) and preparing the implementation plan pursuant to subdivision (c).

(B) Paying for expenses incurred by the Transportation Agency, the consultant, the commission and transit agencies located in the San Francisco Bay Area related to the assessment and implementation plan described in subdivisions (b) and (c).

(f) Any moneys deposited into the fund shall be available to the Transportation Agency, upon appropriation by the Legislature, for the purposes described in subdivision (b).

(g) Activities described in this section cannot place an unfunded mandate on transit operators, the consultant, the commission or the Transportation Agency and expenses related to conducting the assessment and implementation plan this section must be accounted for through the Bay Area Transit Consolidation Technical Assistance Fund following the passage of a revenue measure pursuant to Section 66538.30.

Proposed Principles and Expenditure Framework for SB 1031 (Wiener/Wahab)

Principles for Expenditure Framework Development

- 1) Fully close the known near-term operating funding gaps. Additionally, ensure funding is available for Transit Transformation improvements.
- 2) Guarantee that each county's residents paying into the measure receive an appropriate level of benefit, regardless of mode choice.
 - a. Seek highest level of guaranteed benefit while also addressing Principle 1 (70%); with option to increase over time. **This does not mean 70% of funds flow directly back to each county as a subvention, but that each county will receive at least that level of investment back in terms of benefit.**
 - b. Achieve modal balance (i.e. ensure sufficient funding is available for Transit Transformation, Safe Streets, and Connectivity).
- 3) Balance certainty for counties and transit operators and deliver the Commission's vision of a world-class, reliable, affordable, efficient and connected Bay Area transportation network.
 - a. Transit Transformation: Each county and/or subregion would be guaranteed a portion of the resources by formula, providing certainty. Additionally, provide minimum guarantee for transit operators (based on ridership) to ensure benefit for *all transit users*, not just users of systems with large operating deficits.
 - b. Safe Streets: "Return to source" formula to the County Transportation Agencies, enabling easy administration for MTC and direct local decision making.
 - c. Connectivity: Multimodal Capital Improvement Program, like many self-help tax measures. MTC develops expenditure plan in partnership with counties, with each county guaranteed a fair share of benefit. MTC issues bonds to jump start investments. Projects required to be in Plan Bay Area 2050+.
 - d. Flexible: Program may fund projects eligible for any of the above expenditures. "County flex" off the top to ensure **minimum guaranteed benefit** by county. Of the remaining funds, MTC must first prioritize mitigating fiscal cliffs; remainder for regional priorities.
- 4) Integrate flexibility to respond to both each county's unique combination of needs and changing circumstances/needs over time.

Table 1: Framework for Years 1-5: 70 Percent Return to Source with Transit

Transformation funds allocated based on AM boardings

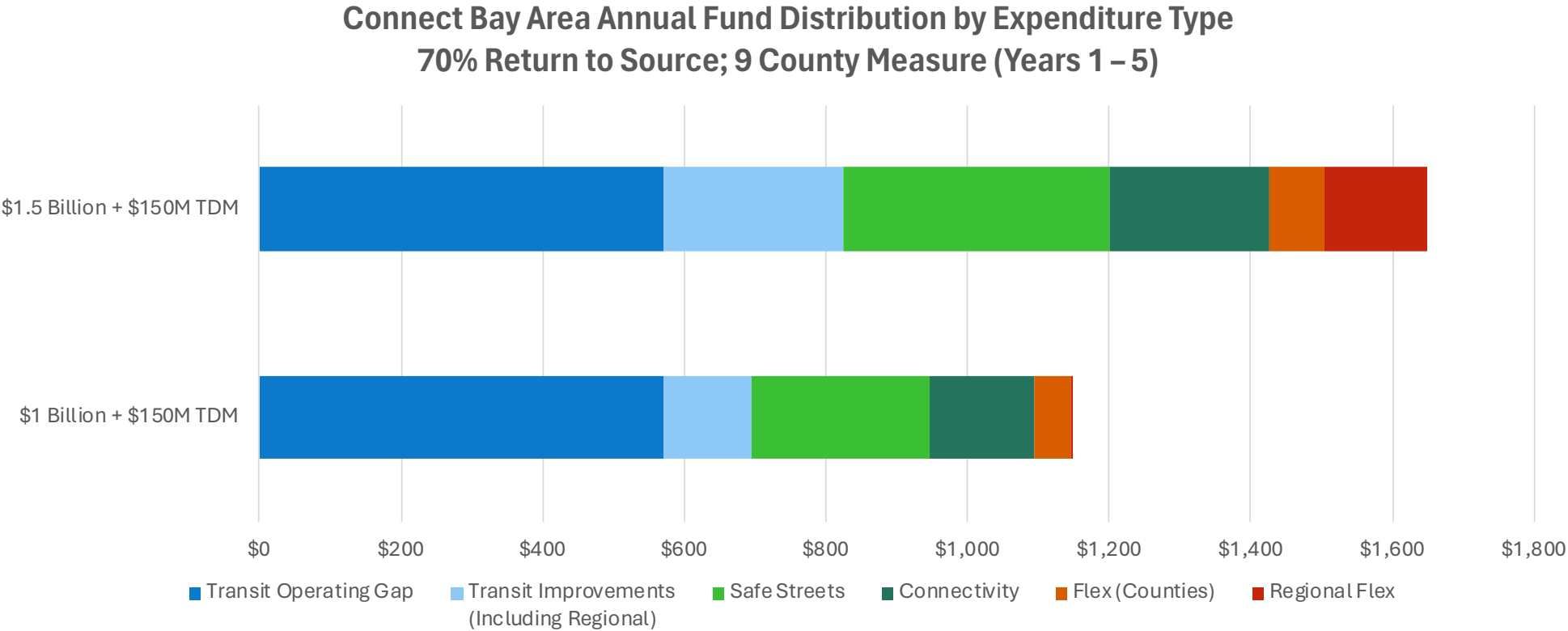
Blank	Scenario 1		Scenario 2	
Special Tax Funding	\$1 Billion		\$1.5 Billion	
Transit	45%	\$450,000,000	45%	\$675,000,000
<i>Transit Formula</i>	40%	<i>\$180,000,000</i>	40%	<i>\$270,000,000</i>
<i>Transit Discretionary</i>	60%	<i>\$270,000,000</i>	60%	<i>\$405,000,000</i>
Safe Streets	25%	\$250,000,000	25%	\$375,000,000
Connectivity	15%	\$150,000,000	15%	\$225,000,000
Flex*	15%	\$150,000,000	15%	\$225,000,000
Transportation Demand Management Transit Subsidy	\$150,000,000		\$150,000,000	
Grand Total	\$1.15 Billion		\$1.65 Billion	
Transit Operating Funding Range**	\$600 Million - \$750 Million		\$825 Million - \$1.1 Billion	
MTC Discretionary Funds for Regional Priorities (Capital & Transit Transformation)	\$4,000,000		\$239,000,000	

* Allocated first to ensure **minimum guaranteed benefit** by county. Of the remaining funds, MTC must first prioritize mitigating fiscal cliffs; remainder for regional priorities.

**Sum of all transit operating-eligible categories - Transit + Flex + Transportation Demand Management Transit Subsidy

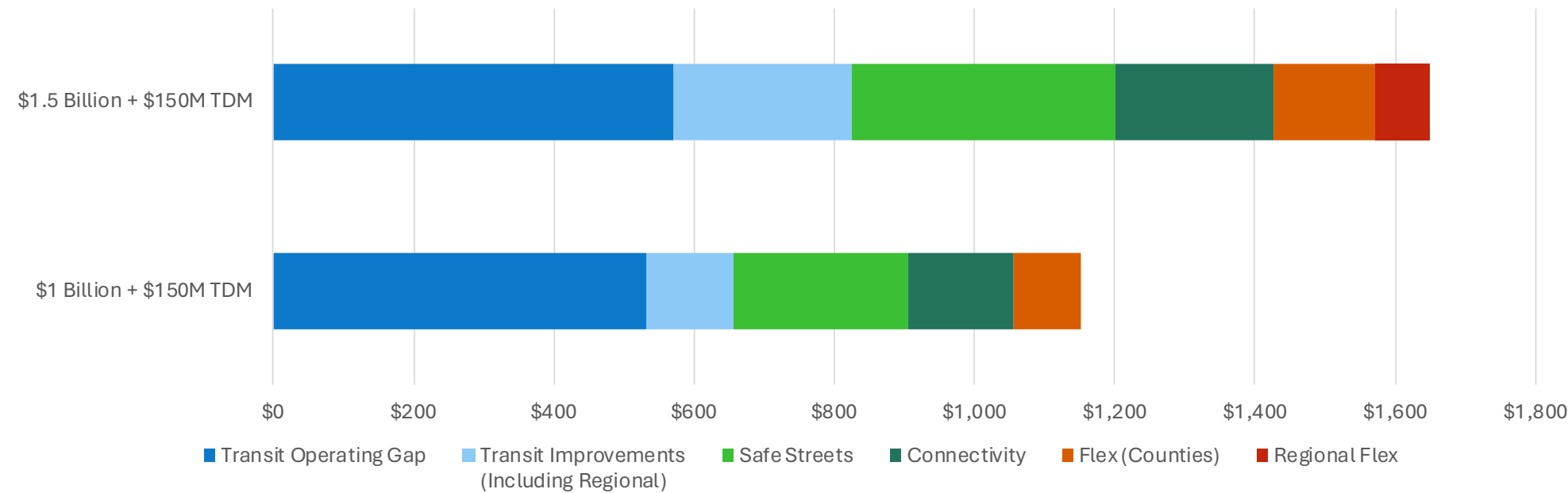
Impact of a Potential 80 Percent County Benefit Scenario in Years 6+

An 80 percent county benefit scenario has the same dollar figures as above for all categories shown above the “Grand Total.” However, under an 80 percent scenario, the amount of Flex funding needed to go to counties (as part of the "return to source" calculation) without a significant transit operating deficits grows, which in turn leaves less regional discretionary funding available to fully close transit operating deficits. Under a \$1 billion special tax scenario, this leaves an outstanding \$40 million transit operating shortfall and zero funding available for discretionary regional priorities. In addition, under a \$1.5 billion scenario, there is \$70 million less available for discretionary regional priorities than would be available under the 70 percent county benefit framework.



Note: All funds shown in 2024 millions of dollars. Chart depicts fiscal year 2027-28 standardized operating shortfalls.

Connect Bay Area Annual Fund Distribution by Expenditure Type
80% Return to Source; 9-County Measure (Year 6 and Onward)



Note: All funds shown in 2024 millions of dollars. Chart depicts fiscal year 2027-28 standardized operating shortfalls.

Summary of Proposed Amendments to SB 1031 (Wiener/Wahab)

#	Topic	Recommendation	Reference
1	Network Management Guardrails	Endorse the proposed amendments to clarify the scope of MTC's strengthened network management authority and alleviate concerns about unfunded mandates.	Handout to be provided at meeting
2	Transit Agency Consolidation Assessment & Study	Endorse the proposed amendments to postpone the assessment until after the election and revise the language to remove the presumption that the assessment will conclude that consolidation is the preferred outcome, among other items.	Attachment C
3	Expenditure Plan Framework	<p>Endorse the Expenditure Plan Framework:</p> <ul style="list-style-type: none"> • 45% Transit (40/60 split return to source formula/regional discretion) • 25% Safe Streets • 15% Flex • 15% Connectivity <p>Framework provides a return to source benefit to each county as follows:</p> <ul style="list-style-type: none"> • 70% Years 1-5 • Option to grow to 80% Years 6+ 	Agenda Item 3b Memo & Attachment D

Proposed “Guardrails” to Add to SB 1031 (Wiener/Wahab)

Summary of concerns raised in March 7, 2024 Operator Letter

- Control over operating budgets and fare policies
- Control over their funding sources
- Control over bargaining
- Control over individual logos/brands
- Control over schedule and service planning

Draft language proposed to be added to Government Code 66516

Nothing in this section authorizes the commission to do the following:

- 1) Restrict a transit agency’s access to funds not allocated by the commission.
- 2) Require a one-time or ongoing expenditure or policy that a transit agency has found would require it to take an action that the agency determines to be unacceptable with respect to its impact on transit service, staffing, maintenance, or other specified operational or state of good repair consideration. In advance of making a finding about the impact of a proposed expenditure or policy pursuant to this paragraph, a transit agency shall conduct an assessment that takes into consideration all funding anticipated to be available to the transit agency in the next fiscal year, including, but not limited to, any discretionary funding that the commission has identified to help offset the cost of the proposed expenditure or policy, any growth in fare revenue anticipated as a result of the expenditure or policy as well as potential adjustments to fares or fare policies the operator could make to increase revenue. The agency shall develop the assessment in consultation with staff from the commission and shall present it to the commission at a public meeting in advance of adopting a finding pursuant to this paragraph. At the request of the commission, a transit agency may be required to update its assessment and make a subsequent finding in future fiscal years.
- 3) Require an agency to implement policies or programs that would impede or interfere with its ability to comply with any legal obligations in existing transit labor contracts.
- 4) Restrict the use of an agency’s logo outside the scope of the commission’s regional mapping and wayfinding standards.

- 5) Require that a transit agency modify the schedule or route of a specific local route that the transit agency does not identify as primarily serving regional transit service.

Maintenance of Effort

Amend current Chapter 4: Expenditures, Section 66538.40 as follows

- (f) (1) **Maintenance of Effort.** A public transit agency shall maintain its existing commitment of local funds under its control and formula-based regional, state, and federal funding contributions for transit operations to transit operations in order to be eligible for an allocation of funds approved by the voters pursuant to Chapter 3 (commencing with Section 66538.30). The expected level of funding, which shall be referred to as the maintenance of effort, will be calculated using the operator's average discretionary operating expenditures for the preceding three fiscal years, two years in arrears as reported to the State Controller in its annual Transit Operator Financial Transactions Report pursuant to Section 99243 of the Public Utilities Code. In order to be eligible for funding pursuant to this section, a public transit agency shall verify to the commission that it shall not supplant any sources of its operating revenue under its control or allocated by the commission that were used for transit operations in the preceding three fiscal years as reported to the Controller in the most recent fiscal year pursuant to Section 99243 of the Public Utilities Code before the election approving the revenues imposed pursuant to Chapter 2 (commencing with Section 66538.20).
- (2) Notwithstanding paragraph (1), a transit agency may reduce the amount of funding contributed towards ~~their~~ its operating budget in proportion to any reduction in operating costs or reduction in operating revenue based on as a result of factors outside the control of the transit agency, including, but not limited to the expiration of a voter-approved revenue source or the determination based on a statistically valid poll that an expiring ballot measure lacks sufficient support to warrant placement on the ballot.
- (3) A transit agency may request the commission grant an exception to this requirement for the purpose of transferring operating funds to state of good repair needs for assets owned and operated by the transit agency or compliance with a state or federal law or regulation.

Connect Bay Area Act: SB 1031 (Wiener/Wahab) Proposed Amendments



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joint MTC ABAG Legislation Committee

April 12, 2024

MTC's Core Objectives in Sponsoring Connect Bay Area Act



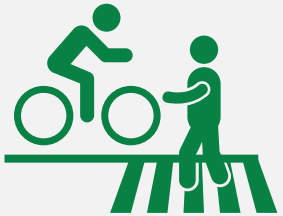
Sustain and Improve Transit

Address transit operating fiscal cliff and improve transit across region.



Rider-Focused Improvements

To accelerate the *Bay Area Transit Transformation Action Plan* implementation, strengthen MTC's network management authority in the enabling legislation.



Improve Mobility for All Users (Fund a Balanced Measure)

Include funding for roadway improvements for all users, including local road repairs, active transportation improvements (Safe Streets) and mobility improvements (Connectivity) as well as climate resilience. Achieve geographic balance.

Comparison of Commission-Approved Framework and SB 1031 (Wiener/Wahab)

Topic	Included in Commission's January Bill Framework	In SB 1031	Comments
Goals of Measure, Expenditure Priorities, Geographic Area of Tax	√	√	
Funding Distribution	Deferred pending further engagement	√	Bill includes more detail than approved by Commission, setting \$750M Transit Transformation Floor
Transit Consolidation Study & Plan		√	Commission preference to focus on Transit Coordination
Strengthen MTC Role in Network Management	√	√	
TDM Mandate	√	√	
Revenue Options	√	√	Bill removes two options from menu (income tax and vehicle miles traveled charge)

Bay Area Transit is a Network – Its Impacts Extend Beyond Individual Systems

\$20 Billion+ in Major Capital Transit Projects Underway

- BART Silicon Valley, Phase 2 - \$12.8 billion
- The Portal/Downtown Rail Extension – \$8.3 billion
- Valley Link - \$2 billion
- Caltrain electrification \$2.4 billion

Leveraging \$11 Billion in Federal Funds

- Projects poised to secure approximately **\$11 billion** in federal funds in next two years.
- Ridership important component of securing Full Funding Grant Agreements



What We've Heard from Voters, Stakeholders and Legislators

- Averting transit fiscal cliff is fundamental
- Transit reforms and accountability are needed
- Residents paying into a tax must see benefit – “return to source” is a key concern for local stakeholders and legislators
- The region has diverse mobility needs; to be successful, a future regional measure must invest in a modally balanced set of investments



Proposed Expenditure Categories



Transit Transformation

Formula + discretionary program to sustain and/or expand transit service levels and accelerate rider-focused Transformation Action Plan improvements and fund zero-emission transit transition. Ensure riders throughout Bay Area receive benefit, regardless of if system rider uses is experiencing deficit.



Safe Streets

Subvention program to County Transportation Agencies to support safety, equity and climate goals, including through including through bike/ped infrastructure investments, safe routes to transit, resilience, pothole repairs and other safety improvements on local roads.



Connectivity

Multimodal Capital Improvement Program to be developed by MTC in partnership with county transportation agencies, with each county guaranteed a share in proportion to their contributions towards the tax over a specified time frame. Projects required to be in Plan Bay Area 2050+ and successor plans.



Flexible

A combined county + regional program that can be spent on eligible expenditures in the other three categories. First priority, funded “off the top” is ensuring **each county receives a minimum benefit of 70 percent of the total tax proceeds**. Next priority is addressing outstanding transit operating shortfalls; Remaining funds, if any, are available to MTC for investment in regional priorities.

Connectivity and Flex Funding Categories

- The **Connectivity** Program is envisioned as a **multi-modal capital** program that would be available to fund county priorities that are included in Plan Bay Area 2050+ and successor plans.
- **Flex Funding (both County Flex and Regional Flex)** could be used for any project that is eligible in the Connectivity, Transit Transformation and Safe Streets categories.



Proposed Connect Bay Area Expenditure Framework

Expenditure Category	\$1.5 B Scenario	\$1 B Scenario
45% - Transit Transformation	\$675 M	\$450 M
40% - Transit Formula	\$270 M	\$180 M
60% - Discretionary	\$405 M	\$270 M
25% - Safe Streets	\$375 M	\$250 M
15% - Connectivity	\$225 M	\$150 M
15% - Flex	\$225 M	\$150 M
TDM Mandate (Transit portion)	\$150 M	\$150 M
TOTAL	\$1.65B	\$1.15B

- Minimum 70 percent “return to source” or “county benefit” for the first five years with option to grow in Year 6 and beyond.
- County benefit is derived from total a county receives from formula portion of Transit Transformation, Safe Streets and Connectivity, **plus** potential funding to address transit operating deficits from operators serving that county, and if not sufficient to reach 70%, additional **Flex funds**.
- Amendments should **accommodate** this framework but may be advisable to retain further flexibility.

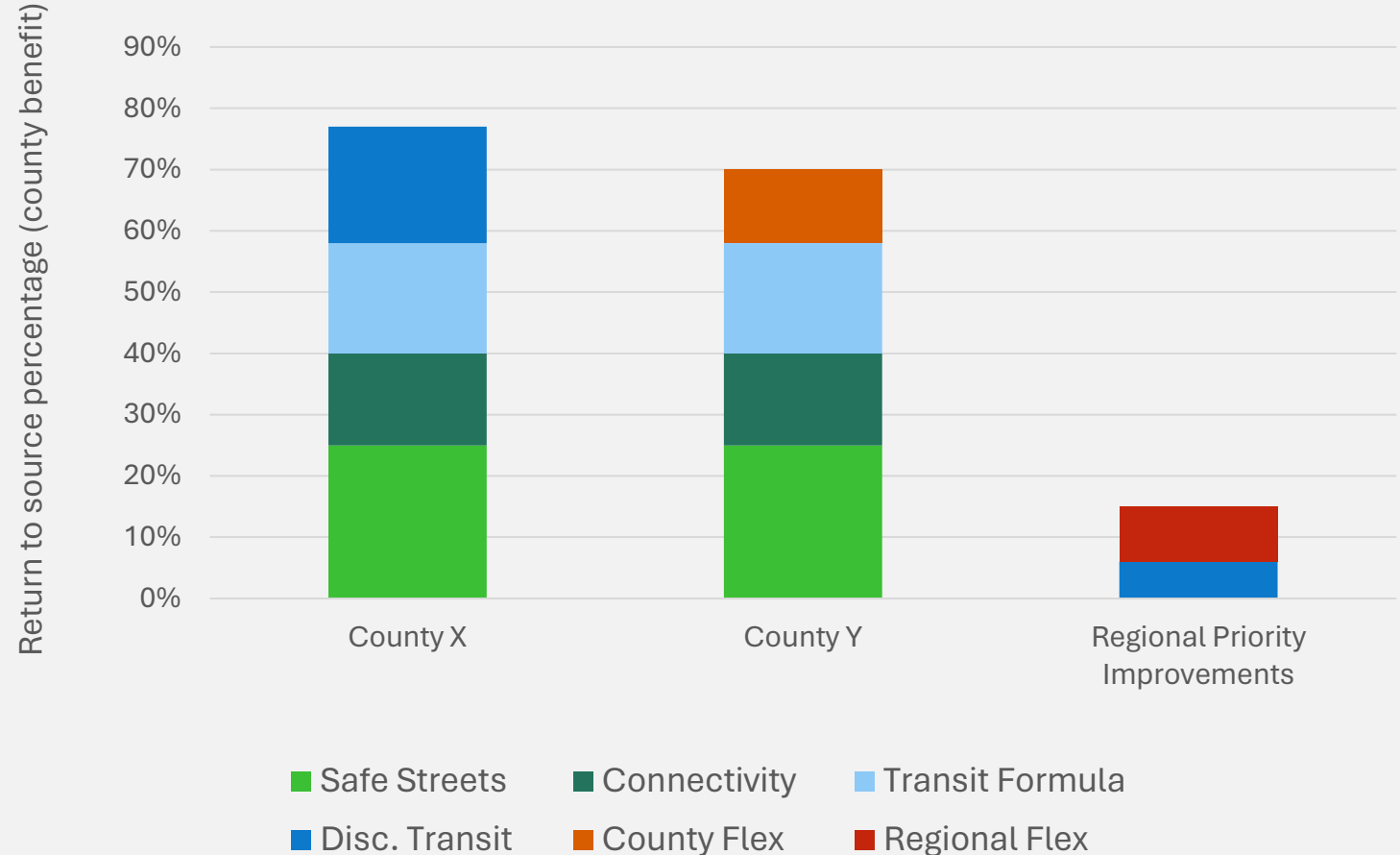
Formula, Flex & Discretionary Funding Example

Step 1 – Safe Streets, Connectivity and Transit Formula “off the top.”

Step 2 – Discretionary transit to address operating gaps & meet operator minimums. Remaining Transit Transformation for regional priorities.

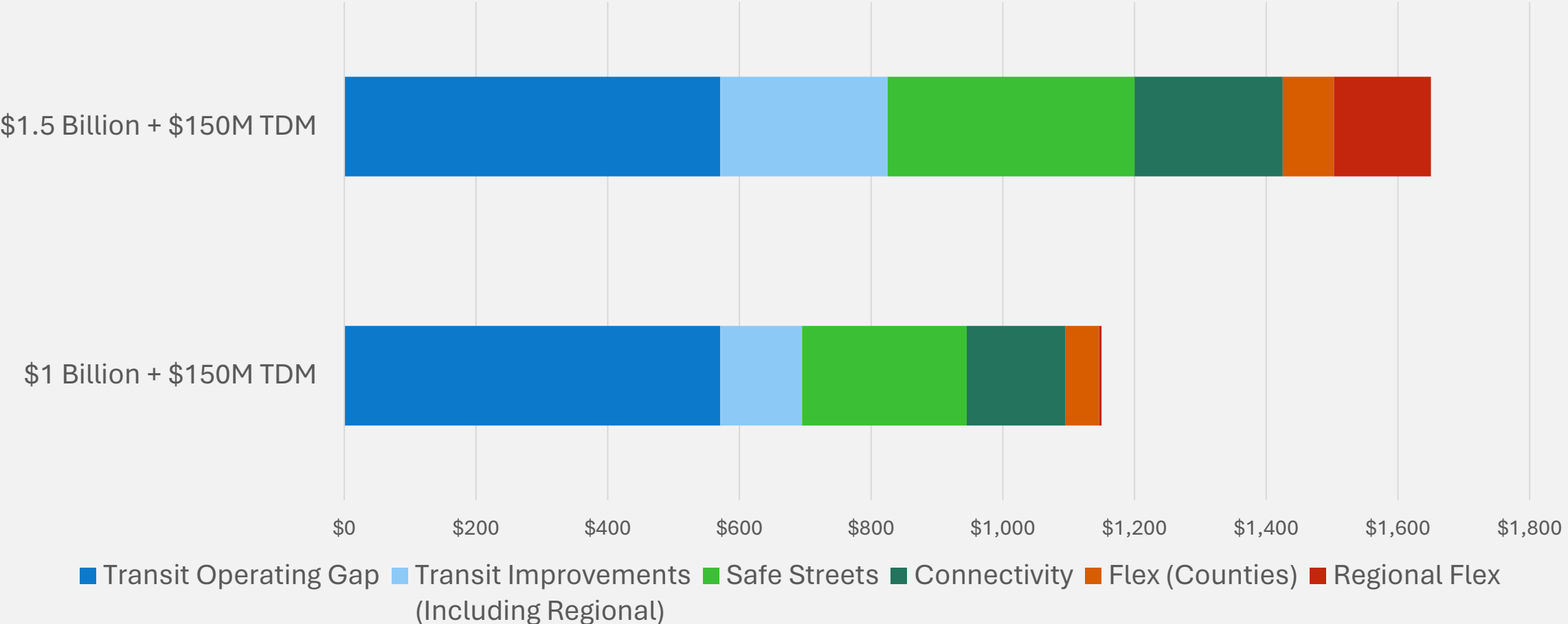
Step 3 – Flex funds meet return to source minimums, if needed. Remaining flex for regional priorities.

Example Connect Bay Area Fund Distribution & Benefit at \$1.5B Scenario



Note: Share shown for Regional Priority Improvements represents its share of total annual funding.

Comparing \$1B vs. \$1.5B Scenarios



Transit Funding & Regional Discretionary Funding Levels Under \$1 B and \$1.5 B Scenarios

Measure Scenarios	\$1.5 billion	\$1.0 billion
	Annual Funding Available (\$ in millions)	Annual Funding Available (\$ in millions)
Transit Funding Range	\$825 - 1,100	\$600-\$750
Transit Transformation Regional Discretionary	\$92	\$0
Flex Regional Discretionary	\$147	\$4

Proposed Consolidation Study Amendments

- Developed collaboratively with transit operators
- Clarify language to make clear intent is not a merger of **all** agencies
- Define “consolidation” to include “shared services” type models as well as governance consolidation.
- Push assessment due date to 24 months after election.
 - **Rationale:** Operators need to focus on delivering improvements to the customer through the network management efforts underway. Assessment happening before election could slow down critical progress as resources are diverted to assessment.
 - **Fall back option:** Assessment due September 31, 2026 (Instead of January 1, 2026)
- Set “Implementation Plan” due date one year **after** assessment, consistent with current language.

Proposed Amendments to Network Management Authority in Response to Operator Concerns

- On March 7, operators communicated concerns about SB 1031's Network Management provisions diluting their control over
 - Operating budgets and fare policies
 - Funding sources
 - Bargaining
 - Individual logos/brands
 - Schedule and service planning
- Amendments are proposed to strike a balance between strengthening Network Management oversight and accountability and operators' concerns and aim to:
 - Provide guardrails on scope of MTC network management authority and "maintenance of effort" (MOE) provisions in bill related to an operator's obligation to sustain existing transit operating funding.

Upcoming Bill Deadlines

Date	Committee/Floor Deadline
April 23	Senate Transportation Committee
April 24	Senate Revenue & Taxation Committee
May 17	Senate Appropriations Committee Deadline
May 24	Senate Floor Deadline

Summary of Staff Recommendation

- Endorse Connect Bay Area Expenditure Framework (Attachment D)
 - **For discussion:** Consider pros and cons of including a more flexible range in the amendments versus specified percentages.
- Endorse consolidation study amendments (Attachment C)
- Endorse network management guardrail amendments (Handout)
- ▶ Direct staff to work with Senator Wiener and Senator Wahab on amendments to incorporate these elements into the legislation



MARINA FRASER, CHAIR
JEFF GEE, VICE CHAIR
DAVID J. CANEPA
MARIE CHUANG
BROOKS ESSER
RICO E. MEDINA
RAY MUELLER
JOSH POWELL
PETER RATTO

APRIL CHAN
GENERAL MANAGER/CEO

April 08, 2024

The Honorable Dave Cortese
Chair, Senate Transportation Committee
State Capitol, Room 405
Sacramento, CA 95814

The Honorable Steve Glazer
Chair, Senate Revenue and Taxation Committee
State Capitol, Room 407
Sacramento, CA 95814

RE: San Mateo County Transit District Letter of Concern Regarding SB 1031

Dear Chairs Cortese and Glazer:

On April 3, the San Mateo County Transit District (SamTrans) Board of Directors (Board) took an **Oppose-Unless Amended position** on Senate Bill 1031 (Wiener and Wahab). We appreciate the authors' focus on the need to enable new transportation funding for the nine-county Bay Area, particularly to support public transit in the wake of shifting commute patterns following the Covid-19 pandemic. However, in its current form, SB 1031 goes well beyond revenue generation.

SamTrans is San Mateo County's mobility manager; owner and operator of the SamTrans fixed-route bus system, Redi-Wheels and RediCoast paratransit systems, and RidePlus microtransit; managing agency of the Peninsula Corridor Joint Powers Board (Caltrain); managing agency of the San Mateo County Transportation Authority, and co-managing agency of the San Mateo County Express Lanes Joint Powers Authority.

SamTrans' bus service carries the lowest-income riders in the Bay Area, per MTC's Transit Passenger Survey (2014-2019). According to the onboard 2021 SamTrans' Triennial Customer Survey, the average income of SamTrans' riders is \$46,506. When household size is accounted for, 91% of SamTrans' riders qualify as low-income and 64% are extremely low income (earning less than two times the Federal Poverty Limit). In addition, 74% of SamTrans' riders do not have access to a car and 19% speak little to no English. For the

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most part, SamTrans' passengers are not regional transit riders. Only 12% of SamTrans riders transfer to Caltrain, Muni, VTA or BART.

San Mateo County is a "self-help" county, with two SamTrans sales taxes and a separate San Mateo County Transportation Authority sales tax. San Mateo County also is one of three county participants in the Caltrain sales tax. One of San Mateo County's half-cent sales taxes will sunset in less than 10 years, and our best chance to ensure continuity of funding support would be going back to the voters to get an extension in 2028 as further discussed below.

SamTrans participates in all MTC-led and operator co-led regional transit initiatives, and has been working in good faith with fellow Bay Area transit operators and MTC to establish and make good use of the new Regional Network Manager Council (RNM Council), including the effort to develop clear accountability measures for all transit operators.

Below, we detail SamTrans' significant concerns with the scope and language of SB 1031:

1. Arbitrary Directive to Consolidate

SamTrans and other transit agencies have been working closely with MTC on developing mechanisms for improved transit agency coordination and resource-sharing. Based on SamTrans' extensive experience as an operating and managing agency for multiple transit and transportation agencies and functions, SamTrans' leaders know well the costs and benefits of regional transportation management, as well as the challenges associated with efforts to study and then change how agencies work together. We believe a study on consolidation – or even more limited regional coordination – must be well thought-out, with sufficient staff and financial resources to support its timely delivery and utility. However, SB 1031 requires a full consolidation study on an extremely tight timeframe, with no cost estimate or source of funds, and a pre-determined outcome.

SamTrans maintains that any study contemplated in SB 1031 should focus on how we can better provide mobility within and throughout the region, without presuming from the start that consolidation of agencies has merit over all other options. Having said that, we would note that SB 1031 lacks any structure for implementing a potential regional consolidation, or funding sources to support consolidation implementation. We support removing the consolidation elements of SB 1031.

2. No Assurance or Plan for Fair Funding Distribution

SB 1031 proposes a range of mechanisms to fund transportation in the Bay Area. No matter which option is ultimately selected, significant funding would be generated in San Mateo County with no assurance that a significant amount of funding be designated for the benefit of San Mateo County and its residents. Currently, SB 1031 assumes new revenues of \$1-1.5 billion annually, with \$750M set aside for transit operations, and focuses these funds on agencies with the highest number of riders and greatest impending

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funding needs. Based on ridership and anticipated "fiscal cliffs" in peer agencies' financial models, we anticipate a significant majority of these funds will go to BART (which serves a very small portion of San Mateo County), SF MUNI (which connects with SamTrans) and other agencies operating entirely outside of San Mateo County.

This fund distribution approach penalizes San Mateo County and similarly-situated communities. SamTrans' constituents have taxed themselves multiple times to fund transportation. In addition, we have streamlined SamTrans service, cutting wasteful and inefficient routes, and focused on the needs of our riders requiring public transit the most, resulting in adult ridership at over 100% of pre-pandemic levels. With the help of our voter-approved funds and remarkable transit ridership recovery, SamTrans' operating budget is balanced. That said, SamTrans will face operational cost increases with the transition to zero emission technology, which current revenues will not fully support.

In addition, continued and improved public transit requires substantial capital investment. From delivering innovative service and customer-focused amenities, to transitioning to zero emission technology, to protecting our bus bases against rising sea levels, and maintaining a basic state of good repair, SamTrans' capital needs are extraordinary, and present a funding gap of hundreds of millions of dollars.

Fair geographic distribution of financial resources must be prioritized to ensure San Mateo and other counties are not taxed to fund benefits that will never come back to them. Funding distribution should be fair from the start, and also regularly reassessed as transit services and financial needs change.

3. New Election Risk

As drafted, SB 1031 would grant MTC broad authority to place a tax measure on the ballot in the nine Bay Area counties, or in a subset of them, with no restrictions on the number of times it can go to the ballot, when, or if certain polling thresholds must be met first.

This flexibility for MTC puts local tax measures at risk. For example, San Mateo County Transportation Authority's current Measure A will expire at the end of 2033. The 2028 election may be the best option for seeking voter approval to continue Measure A, which could be extremely difficult to achieve if there is a regional measure on the ballot at the same time. We cannot risk \$100M+ per year in local funding in favor of a regional measure that may only scarcely be available to our communities.

SamTrans has asked much of the local electorate and our riders in the past and has been fortunate to earn voters' confidence. It would be enormously detrimental for San Mateo County to lose future voter support for local transportation funding measures as a result of SB 1031.

These concerns are very real in San Mateo and in other local counties and must be taken seriously. We ask that you find a way to preserve and protect our ability to self-fund, such

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as by allowing counties to opt out of a regional measure, by limiting the reach of a new regional measure to only those communities represented by the BART Board of Directors (assuming the bulk of regional measure revenues will be spent in that area), or by restricting MTC from going to the ballot in a county where a local transportation measure also is being sought at the same election.

4. Proposed Accountability Tools and Governance Changes for MTC Go Too Far

Finally, we understand the need for accountability on the part of agencies receiving financial support through new regional sources, and for MTC to be equipped with the proper tools to provide regional oversight. However, SamTrans believes MTC's efforts should reflect the RNM process agreed to by local agencies and allow that process to evolve. The "governance" goals outlined in SB 1031 go significantly further than what local agencies agreed to, and the bill also grants MTC expanded authority to withhold historical state transit funds if MTC direction for achieving the bills goals is not followed.

For example, SB 1031 would expand MTC's authority to withhold State Transportation Assistance (STA) and Local Transportation Funds (LTF) in response to local agency actions such as changing branding at bus stops or adjusting fare prices. STA and LTF provide essential operational funding that agencies rely on, currently in the amount of about \$50 million annually for SamTrans. SamTrans believes MTC should not be given the authority to withhold existing State-generated transit operations funding, especially as there are other ways to ensure accountability, including placing restrictions on MTC discretionary funding and any new moneys coming from the Regional Transportation Measure.

In addition, any expansion of MTC's role must still ensure adequate consideration of the needs of local transit operators. We believe one option is to codify the RNM Council, which is made up of large operator and small operator representatives. This approach would guarantee that leaders who provide service, and who understand the intricacies of running transit systems of varying types and sizes, are always part of the conversation at MTC. It also would allow operators to hold each other accountable in achieving shared goals.

Furthermore, with any proposed expansions of MTC's role, there is a risk of new unfunded mandates from MTC. This would need to be mitigated through either an off-setting revenue source or off-ramps for situations when transit operators truly cannot afford to meet new requirements. In this vein, operators should maintain control over their own fares, within voluntary agreements on fare coordination.

In closing, preserving and protecting SamTrans' ability to deliver local services remain our top priority. We must stress that the concerns raised above are major issues for our agency. However, we remain committed to the RNM work that is already underway and to the continued collaboration on future amendments to SB 1031. Our Board will certainly revisit this bill as the language is modified and could change its position in the future.

Page 5 of 5

We thank you for your time and consideration of our concerns. Please do not hesitate to reach out to our Government and Community Affairs Director, Jessica Epstein, at EpsteinJ@samtrans.com for further discussion.

Sincerely,



Marina Fraser
Chair, SamTrans Board of Directors



April Chan
General Manager/CEO, SamTrans

Cc: San Mateo County Transit District Board of Directors
San Mateo County Transit District State Legislative Delegation
Alfredo Pedroza, Chair, Metropolitan Transportation Commission
Andrew Fremier, Executive Director, Metropolitan Transportation Commission
The Honorable Scott Wiener, California State Senate
The Honorable Aisha Wahab, California State Senate

From: [Roland Lebrun](#)
To: [MTC-ABAG Info](#)
Subject: April 12 MTC/ABAG Legislation Committee Item 3b SB 1031
Date: Thursday, April 11, 2024 4:47:56 PM

External Email

Dear MTC and ABAG Commissioners,

Please consider the following preliminary comments on this draft piece of legislation:

Funding measure:

The only legislation required at this stage is enabling legislation designating MTC as the entity responsible for putting a Measure on the November 2026 (or later) ballot. Please note that such a ballot measure is unlikely to pass until MTC can demonstrate substantial network coordination improvements resulting from the passage on SB 1031.

Equitable Return to Source

The voters of the 9 Bay Area Counties have approved 3 Regional Measures (RM1, RM2 & RM3) so far with hundreds of millions of bridge toll revenues being rerouted to counties contributing little to none of these revenues. Should these entities continue to insist on “return to source” (or pull out of a potential future Tax Measure altogether), MTC should consider implementing a retroactive “return to source” by reallocating past and future toll revenues back to the ZIP codes where the tolled vehicles were registered. This “return to source” would be implemented by clawing back Federal and State revenue allocations under MTC’s jurisdiction.

Network Coordination

While I appreciate CalSTA’s plan to spend tens of millions of dollars on one or more studies by consultants and/or Transportation Institutes, I urge Commissioners to consider directing MTC staff to analyze how London’s TfL (https://en.wikipedia.org/wiki/Transport_for_London) coordinates timetables and transfers between the London Underground (London’s equivalent of BART), buses (operated by 10 private bus operators), thousands of trains (operated by private companies under concession agreements) in and out of London every day as well as freeways, ferries, light rail, cable cars, taxicabs, congestion management, bicycles and walking **with a \$15B annual budget including a 47% farebox revenue:**

<https://tfl.gov.uk/corporate/about-tfl/how-we-work/our-role?intcmp=2670#on-this-page-1>

<https://tfl.gov.uk/corporate/about-tfl/how-we-work/how-we-are-governed>

<https://tfl.gov.uk/corporate/about-tfl/how-we-work/how-we-are-funded>

Network Branding

Please consider the following:

https://en.wikipedia.org/wiki/Transport_for_London#/media/File:Transport_for_London_-_Roundels.svg

Network Consolidation

As can be seen from the above London example, **operator consolidation would be counter-productive and should be dropped from further consideration**, but the Commission should consider supporting legislation that would **consolidate all CMA staffs** under MTC’s umbrella while retaining existing Boards responsible for the oversight of local tax measures. This would consolidate all regional and local planning staffs under one roof and enable the transition from consultants to

public sector career engineers working on a diverse portfolio of projects across the Bay Area,
including megaprojects.

MTC “Guardrails”

“Guardrails” designed to achieve consensus should not be cast in stone and should be left open to tightening, relaxing and/or removal through follow-up legislation. “Guardrails” mandating the status quo should not be considered by the legislature.

Respectfully submitted for your consideration

Roland Lebrun



RE: SB 1031 - SUPPORT IF AMENDED

Dear Senator Wiener, Senator Wahab,

Cc: Bay Area Caucus, MTC Commissioners and staff,

As organizations committed to environmental sustainability and equitable transportation, **we strongly support a transportation revenue measure authorized by SB 1031 (Wiener, Wahab) that delivers needed funding for our region's transit system, roadway repair, safer streets and active transportation to advance climate and equity throughout the Bay Area.** Significant new operating funding is required to prevent severe service cuts and enhance overall service quality. As our global climate crisis continues, we know that a thriving transit system, safer streets and active transportation networks are imperative to meet the Bay Area and California's goals for equity, climate, safety and economic prosperity.

In order to advance these goals and fund needed transit and safe streets investments, **we call on the legislature to prohibit new highway widening projects in measure authorizing legislation.** New lanes saddle us with future maintenance costs, disrupt communities, undercut transit, and take us further away from our climate goals. There are many other state and federal sources for roadway improvements, but very few to sustain and expand public transit operations.

Every dollar we spend on new highways is one less dollar for public transit and safer streets. At present, there is a \$24 billion shortfall¹ in state of good repair and complete streets funding for the region's roads, where traffic fatalities have increased almost 50% in the past decade.²

There is also a large and urgent need for transit operations funding in the Bay Area. Upwards of \$750 million is needed annually simply to maintain existing service levels for transit in the Bay Area, and much more is needed to increase pre-pandemic levels of service and support investments in customer-focused initiatives to advance safety, cleanliness and connectivity. We urge enabling legislation that targets transformative levels of transit investment.

This measure represents a generational investment in our transportation system and will set a precedent for how transportation dollars are spent throughout California. **Passing authorizing legislation this year that allows highway expansion jeopardizes climate, equity and economic prosperity in the Bay Area.** In addition to prioritizing transit, safer streets and preventing highway widening, the legislature can help the Bay Area deliver a successful transportation revenue measure by **authorizing progressive revenue sources that poll better and do not place undue burden on those least able to pay.**

We look forward to working with you to pass the best transportation measure possible,

Sincerely,

¹ [Plan Bay Area Project List](#)

² [MTC Vital Signs](#)

Zack Deutsch-Gross
Policy Director, TransForm

Irene Kao
Executive Director, Courage California

Tarrell Kullaway
Executive Director, Marin County Bicycle
Coalition

Carter Lavin
Co-Director, Transbay Coalition

Kristina Pappas
President, San Francisco League of
Conservation Voters

Clarrissa Cabansagan
Executive Director, Silicon Valley Bicycle
Coalition

Jack Kurzweil
Wellstone Democratic Renewal Club

Robin Pam
Executive Director, Kid Safe SF

Stan Jones
Secretary-Treasurer, TWU Local 320

Dylan Fabris
Community & Policy Manager, San
Francisco Transit Riders

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Interim Executive Director, San Francisco
Bicycle Coalition

Hana Creger
Associate Director of Climate Equity, The
Greenlining Institute

Betsy Megas
Santa Clara Community Advocates

Michael Gliksohn, Treasurer
Richmond Progressive Alliance

Jared Sanchez,
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Tom Radulovich
Senior Policy Fellow, Livable City

Laura Cohen, Western Region Director
Rails to Trails Conservancy

Jean Tepperman
Sunflower Alliance

Jodie Medeiros
Walk San Francisco on behalf of San
Francisco Bay Area Families for Safe
Streets

Adriana Rizzo
Californians for Electric Rail

Kevin C. Shin
Co-Executive Director, California Walks

Leah Redwood
Extinction Rebellion SFBay

Jeffrey Levin
Senior Director of Policy, East Bay Housing
Organizations

James Kuszmaul
Volunteer Lead, South Bay YIMBY

Aaron Burnett
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Jordan Grimes
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Laurel Paget-Seekins
Public Advocates

Ian Griffiths
Policy Director, Seamless Bay Area

Bob Allen

Policy & Advocacy Campaign Director,
Urban Habitat

Justin Hu-Nguyen
Co-Executive Director of Mobility Justice,
Bike East Bay

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350 Bay Area Transportation team

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Jamie Pew
Policy Advisor, NextGen California

Adina Levin
Executive Director, Friends of Caltrain

Christine Cordero
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Network

George Spies
Co-Founder, Traffic Safety Rapid Response

Woody Hastings
Phase Out Polluting Fuels Program
Manager, The Climate Center

David Blake
East Bay Gray Panthers, Board Member

Meea Kang,
Council of Infill Builders, Board Member

Melissa Romero
California Environmental Voters, Deputy
Legislative Director

Brian Hanlon
CEO, California YIMBY

David Lewis
Executive Director, Save The Bay



April 1, 2024

Senator Dave Cortese, Chair, and Members
Senate Transportation Committee
State Capitol, Room 405
Sacramento, CA 95814

Re: SB 1031 (Wiener, Wahab) – **SUPPORT IF AMENDED**

Chair Cortese and Members:

The Voices for Public Transportation coalition has worked since 2017 to bring a regional transit funding measure to the ballot. We celebrate the introduction of bill language that will raise a dedicated source of desperately-needed transit operating funding, with the explicit goal of “Protecting and enhancing transit service” in the Bay Area. (Sec. 1, (d)(1))

Voices for Public Transportation is a coalition of over 40 community, rider, labor and policy groups in the Bay Area. We came together in 2017 to develop a vision and principles for a regional measure for public transit in the Bay Area that puts transit workers and riders at the center. When former Sen. Jim Beall introduced spot language in SB 278 just before the COVID pandemic struck, we conducted a professional field poll which determined that Bay Area voters were significantly more supportive of a means-based income tax than of a sales tax. In June 2022, after prolonged advocacy by the Voices coalition, the nine-county Bay Area Metropolitan Transportation Commission (MTC) agreed to bring forward a bill to authorize a Bay Area ballot measure for public transit. The express purpose was to address the transit operating “fiscal cliff.” MTC also voted to pursue “bridge” operating funding in the Legislature, to carry the region over until a measure could be authorized and placed on the ballot. Last year, the Legislature responded when the Voices coalition joined with MTC and other transportation agencies to ask it to bridge that funding gap through 2026.

Now we are in phase 2 of that plan – the long-term solution to the region’s transit operating crisis.

SB 1031 is well-aligned with our coalition’s priorities in several important respects. At the same time, we appreciate Senator Wiener’s invitation to “perfect” the bill, and in that spirit offer several amendments that we believe are important to achieving its goals.

The Voices Coalition supports the primary intent and believes the strengths of SB 1031 as introduced include the following:

- Focus on sustaining and improving transit service with **operating funding**, and advancement of transit transformation through customer and service improvements, with a minimum set-aside of \$750 million a year.

April 1, 2024

Page 2

- Support for **safe, complete streets**, walking and biking, roadway state of good repair, and climate resilience.
- Inclusion of some **progressive revenue** mechanisms such as payroll tax, parcel tax and vehicle registration surcharge.
- Authorization for MTC to bring **multiple successive measures** to the voters.
- Study with intent to **achieve outcomes and benefits to transit riders** that may result from transit agency consolidation or coordination.

To ensure the bill achieves its primary purpose to fully fund transit operations and does not burden those least able to pay, the Voices Coalition recommends the following amendments to SB 1031:

- Set aside a **minimum of \$750 million or 70 percent of revenues, whichever is greater**, in annual operating spending in the first ballot measure and **protect that minimum from payment obligations on capital bonds**.
- Set a goal for **transit service levels that exceed and enhance pre-pandemic levels**, and for **improved quality of paratransit service**.
- Limit roadway expenditures to state of good repair and safe and complete streets only.
- Include **additional progressive revenue mechanisms**, such as a means-based income tax, a corporate tax, and a per-square-foot parcel tax with a higher rate for non-residential property, and limit the use of the sales tax.

Conclusion

Transit service levels were inadequate before the pandemic, and face a looming fiscal cliff when federal emergency operating funds, and 2023 state budget funds, run out. It is imperative to our transportation, climate, and equity goals that a measure come before the voters in 2026. Authorizing legislation amended as proposed above will raise the operating funding needed to sustain and increase transit service levels, and frontline transit jobs. We urge your support of the bill with the inclusion of these amendments.

Please feel free to contact Jeanie Ward-Waller (jeanie@fearlessadvocacy.com, 401-241-8559) or Andrés Ramos (aramos@publicadvocates.org, 916-271-0428) with any questions.

Very truly yours,

Richard Marcantonio & Laurel Paget-Seekins (Public Advocates), Zack Deutsch-Gross & Abibat Rahman-Davies (TransForm), Dylan Fabris & Peter Straus (San Francisco Transit Riders)

Members of the Voices coalition Coordinating Committee