



Metropolitan Transportation Commission

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

Meeting Agenda

Programming and Allocations Committee

Committee Members:

Nick Josefowitz, Chair Carol Dutra-Vernaci, Vice Chair

*Jeannie Bruins, Federal D. Glover, Gina Papan,
Hillary Ronen, Libby Schaaf, Amy R. Worth*

Non-Voting Member: Tony Tavares

Wednesday, May 13, 2020

9:45 AM

Board Room - 1st Floor (REMOTE)

The MTC Programming and Allocations Committee is scheduled to meet on Wednesday, May 13, 2020 at 9:45 a.m., in the Bay Area Metro Center (Remotely).

In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations.

A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

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.

Attendee Link: <https://bayareametro.zoom.us/j/92472864447>
Join by Telephone: 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)
Webinar ID: 924 7286 4447

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

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

1. Call to Order / Roll Call / Confirm Quorum

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

2. Consent Calendar

- 2a. [20-0418](#) Minutes of the March 11, 2020 meeting
Action: Committee Approval
Attachments: [2a 03-11-2020 Prog&Allocations Draft Minutes.pdf](#)
- 2b. [20-0435](#) Quarterly Report of Executive Director Delegated Authority Actions
Action: Information
Presenter: Cheryl Chi
Attachments: [2b 20-0435 Delegated Authority Quarterly Report.pdf](#)
- 2c. [20-0615](#) MTC Resolution No. 4202, Revised Subject: Revisions to the One Bay Area Grant 2 Program (OBAG 2), to reflect changes in the Freeway Performance Program and Priority Conservation Area Grant program.
Action: Commission Approval
Presenter: Mallory Atkinson
Attachments: [2c 20-0615 Reso-4202 OBAG2 Revisions.pdf](#)
- 2d. [20-0692](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-36.
Action: Commission Approval
Presenter: Adam Crenshaw
Attachments: [2d 20-0692 Reso-4375 TIP Amendment 2019-36.pdf](#)
- 2e. [20-0436](#) MTC Resolution No. 4377, Revised. An amendment to the Regional State Transit Assistance (STA) Program to add \$75,000 for temporary transit support staff.
Action: Commission Approval
Presenter: Cheryl Chi
Attachments: [2e 20-0436 Reso-4377 STA Program Amendment.pdf](#)

- 2f. [20-0569](#) MTC Resolution No. 4381, Revised. An allocation of \$4.1 million in State Transit Assistance funds to AC Transit in FY2019-20 to support transit operations.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- Attachments:** [2f 20-0569 Reso-4381 ACTransit Allocation.pdf](#)
- 2g. [20-0693](#) MTC Resolution No. 4403. Revision of MTC's 2021 Regional Active Transportation Program (ATP) Guidelines: Application Deadline & Program Schedule.
- Action:** Commission Approval
- Presenter:** Karl Anderson
- Attachments:** [2g 20-0693 Reso-4403 ATP Consolidated.pdf](#)
- 2h. [20-0533](#) MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letters of No Prejudice to Alameda County Transportation Commission (ACTC) for the 7th Street Grade Separation Project; and the I-680/SR-84 Interchange Reconstruction and SR-84 Expressway Widening Project.
- Action:** Commission Approval
- Presenter:** Kenneth Kao
- Attachments:** [2h 20-0533 Reso-4412 RM3 LONP ACTC.pdf](#)
- 2i. [20-0605](#) MTC Resolution No. 4414. Programming for FY2020-21 and an allocation of approximately \$282,000 in Five Percent Unrestricted State Fund Revenues and \$450,000 in Two Percent Bridge Toll Revenues for the San Francisco Bay Trail project.
- Action:** Commission Approval
- Presenter:** Christina Hohorst
- Attachments:** [2i 20-0605 tmp-4414 SF Bay Trail Programming.pdf](#)

3. Regional

- 3a. [20-0532](#) MTC Resolution No. 4411, Revised. Regional Measure 3: Bay Area Corridor Express Lanes Initial Programming.
- A recommendation for initial programming of the Regional Measure 3 (RM3) Bay Area Corridor Express Lanes program category.
- Action:** Commission Approval
- Presenter:** Lisa Klein
- Attachments:** [3a 20-0532 Reso-4411 RM3 Express Lanes.pdf](#)

4. State / Federal

- 4a. [20-0458](#) MTC Resolution Nos. 4417 and 4418. Adoption of Regional Program of Applications for two Senate Bill 1 Competitive Programs
- Recommendation of projects for regional application support for Senate Bill 1 (SB 1) Solution for Congested Corridors and Trade Corridor Enhancement Programs.
- Action:** Commission Approval
- Presenter:** Kenneth Kao
- Attachments:** [4a 20-0458 Resos 4417-4418 SCC-TCEP.pdf](#)
- 4b. [20-0728](#) MTC Resolution No. 4420, Revised. Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Recovery Strategy
- Staff will recommend revisions to Principle 5 to reflect the creation of a Blue Ribbon Task Force by the Commission to guide the region's transit recovery strategy.
- Action:** Commission Approval
- Presenter:** Alix Bockelman
- Attachments:** [4b 20-0728 CARES Act Transit.pdf](#)

5. Information

5a. [20-0702](#) Transit Operating Program Funding, Performance and Planning Updates

This item provides an overview of steps being taken to revise fund estimates, allocation procedures and performance and planning requirements to acknowledge COVID-19 realities.

Action: Information

Presenter: Theresa Romell

Attachments: [5a 20-0702 Transit Program Update.pdf](#)

5b. [20-0644](#) California Transportation Commission (CTC) Update

Update on the March 25, 2020 and April 29, 2020 California Transportation Commission meetings.

Action: Information

Presenter: Kenneth Kao

Attachments: [5b 20-0644 CTC Update.pdf](#)

6. Public Comment / Other Business

7. Adjournment / Next Meeting:

The next meeting of the Programming and Allocations Committee is scheduled to be held on June 10, 2020 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0418 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 2/27/2020 **In control:** Programming and Allocations Committee

On agenda: 4/8/2020 **Final action:**

Title: Minutes of the March 11, 2020 meeting

Sponsors:

Indexes:

Code sections:

Attachments: [2a 03-11-2020 Prog&Allocations Draft Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Minutes of the March 11, 2020 meeting

Recommended Action:

Committee Approval



Metropolitan Transportation Commission Meeting Minutes

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

Programming and Allocations Committee

Committee Members:

Nick Josefowitz, Chair Carol Dutra-Vernaci, Vice Chair

*Jeannie Bruins, Federal D. Glover, Gina Papan,
Hillary Ronen, Libby Schaaf, Amy R. Worth
Non-Voting Member: Tony Tavares*

Wednesday, March 11, 2020

9:40 AM

Board Room - 1st Floor

Call to Meeting to Order

1. Roll Call / Confirm Quorum

Present: 7 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan, Commissioner Ronen, and Commissioner Worth
Absent: 1 - Commissioner Schaaf

Non-Voting Member Absent: Commissioner Tavares

Ex Officio Voting Members Present: Commission Chair Haggerty and Commission Vice Chair Pedroza

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

2. Consent Calendar

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

Aye: 7 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan, Commissioner Ronen and Commissioner Worth

Absent: 1 - Commissioner Schaaf

2a. [20-0261](#) Minutes of the February 12, 2020 meeting

Action: Committee Approval

2b. [20-0276](#) MTC Resolution No. 3667, Revised. RM2 Project 31: Rescission and reallocation of \$2 million in RM2 funds to BART for design of the Irvington BART Station.

Action: Commission Approval

Presenter: Anne Spevack

- 2c.** [20-0264](#) MTC Resolution Nos. 4212, Revised; 4262, Revised; 4263, Revised; and 4272, Revised. Transit Capital Priorities and Bridge Toll Program Revisions.
- Action:** Commission Approval
- Presenter:** Rob Jaques
-
- 2d.** [20-0278](#) Regional Cap and Trade Priorities: Affordable Housing and Sustainable Communities. Based on the Commission's adopted criteria, staff will present recommended priorities for Round 5 of the Affordable Housing and Sustainable Communities program, which is a statewide competitive program funded by State Cap and Trade proceeds.
- Action:** Commission Approval
- Presenter:** Anne Spevack
-
- 2e.** [20-0262](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-33.
- Action:** Commission Approval
- Presenter:** Adam Crenshaw
-
- 2f.** [20-0307](#) MTC Resolution Nos. 4377, Revised and 4381, Revised. An amendment to the Regional State Transit Assistance (STA) Program to add and allocate \$600,000 to support Clipper® operations and a \$1.5 million allocation for the Means-based Fare Pilot.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
-
- 2g.** [20-0308](#) MTC Resolution No. 4380, Revised. An allocation of \$2.4 million in Transportation Development Act (TDA) funds to Union City to support transit operations.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
-
- 2h.** [20-0014](#) MTC Resolution No. 4397. FY 2019-20 Transportation Development Act (TDA) Productivity Improvement Program (PIP).
- Action:** Commission Approval
- Presenter:** Cheryl Chi

- 2i. [20-0286](#) MTC Resolution Nos. 3989, Revised and 4035, Revised. Revisions to the exchange program and One Bay Area Grant program (OBAG 1) to redirect \$25,000 in exchange funds from the Bay Bridge Forward Commuter Parking Initiative project to the Fruitvale Quick Build project.

Action: Commission Approval

Presenter: Mallory Atkinson

- 2j. [20-0305](#) MTC Resolution No. 3914, Revised. An allocation of \$3 million in AB1171 Bridge Toll funds to Tri-Valley-San Joaquin Valley Regional Rail Authority for environmental and preliminary engineering on the Valley Link project.

Action: Commission Approval

Presenter: Craig Bosman

- 2k. [20-0279](#) MTC Resolution No. 3682, Revised. Regional Measure 2 (RM2) Project 18: Allocation of \$13 million in RM2 funds to MTC for the Next Generation Clipper project.

Action: Commission Approval

Presenter: Anne Spevack

3. Regional

Commissioner Ronen left after the Consent Calendar.

- 3a.i. [20-0280](#) Regional Measure 3: Introduction to MTC / BATA Programmatic Categories.

An introduction to Regional Measure 3 (RM3) programmatic categories sponsored by MTC / BATA, with a focus on those programs that could be part of leveraging state competitive programs this spring.

Action: Information

Presenter: Craig Bosman

- 3a.ii.** [20-0281](#) MTC Resolution No. 4411. Regional Measure 3: Goods Movement and Mitigation Programming.

Recommended programming for Regional Measure 3 (RM3) project programming within the Goods Movement and Mitigation, programmatic categories.

Action: Commission Approval

Presenter: Kenneth Kao

The Committee took action on agenda items 3a.ii and 3a.iv together.

Upon the motion by Commissioner Worth and the second by Commissioner Bruins, the Committee unanimously approved the referral of MTC Resolution No. 4411 (3a.ii) and MTC Resolution No. 4412 (3a.iv) to the Commission for approval. The motion carried by the following vote:

Aye: 6 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan and Commissioner Worth

Absent: 2 - Commissioner Ronen and Commissioner Schaaf

- 3a.iii.** [20-0377](#) Regional Measure 3: Bay Area Corridor Express Lanes Programming Considerations.

Discussion of programming considerations for the Regional Measure 3 (RM3) Bay Area Corridor Express Lanes program category.

Action: Information

Presenter: Lisa Klein

- 3a.iv.** [20-0284](#) MTC Resolution No. 4412.

Regional Measure 3 (RM3) Letter of No Prejudice to Water Emergency Transportation Authority (WETA) for the Mission Bay Ferry Landing Project in San Francisco.

Action: Commission Approval

Presenter: Craig Bosman

Tess Lengyel, Executive Director of the Alameda County Transportation Commission, was called to speak.

Haley Currier of TransForm was called to speak.

The Committee took action on agenda items 3a.ii and 3a.iv together.

Upon the motion by Commissioner Worth and the second by Commissioner Bruins, the Committee unanimously approved the referral of MTC Resolution No. 4411 (3a.ii) and MTC Resolution No. 4412 (3a.iv) to the Commission for approval. The motion carried by the following vote:

Aye: 6 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan and Commissioner Worth

Absent: 2 - Commissioner Ronen and Commissioner Schaaf

4. State

4a. [20-0277](#) MTC Resolution No. 4273, Revised.

A request for approval of the program of Projects for the FY2019-20 Cap and Trade Low Carbon Transit Operations Program (LCTOP).

Action: Commission Approval

Presenter: Anne Spevack

Upon the motion by Commissioner Bruins and the second by Commissioner Worth, the Committee unanimously approved the referral of MTC Resolution No. 4273, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 6 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan and Commissioner Worth

Absent: 2 - Commissioner Ronen and Commissioner Schaaf

5. Public Comment / Other Business

6. Adjournment / Next Meeting:

The next meeting of the Programming and Allocations Committee is scheduled to be held on April 8, 2020 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0435 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 2/27/2020 **In control:** Programming and Allocations Committee
On agenda: 5/13/2020 **Final action:**
Title: Quarterly Report of Executive Director Delegated Authority Actions
Sponsors:
Indexes:
Code sections:
Attachments: [2b 20-0435 Delegated Authority Quarterly Report.pdf](#)

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

Presenter:
Cheryl Chi

Recommended Action:
Information

Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2020

Agenda Item 2b – 20-0435

Subject: Quarterly Report of the Executive Director's Delegated of Authority Actions.

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

The third quarter report for FY 2019-20 covers the period of January 2020 through March 2020. The Executive Director made the following allocation and rescissions actions as summarized below and detailed in Attachment A:

Delegated Authority FY 2019-20	Third Quarter	Fiscal Year to Date
Allocations		
Transportation Development Act	\$ 5,807,565	\$ 33,368,840
State Transit Assistance	\$ 4,250,064	\$ 23,098,508
Regional Measure 2	\$ 150,000	\$ 8,210,073
Bridge Tolls (Other)	\$ -	\$ 80,000
Total Allocations	\$ 10,207,629	\$ 64,557,421
Rescissions		
Transportation Development Act	\$ (600,000)	\$ (1,436,447)
State Transit Assistance	\$ (2,010,851)	\$ (2,010,851)
Regional Measure 2	\$ (200,000)	\$ (253,965)
Total Rescissions	\$ (2,810,851)	\$ (3,701,263)

Issues: None

Recommendation: Information

Attachments: FY 2019-20 Delegated Authority Attachment A



Therese W. McMillan

FY 2019-20 Delegated Authority

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

Third Quarter

Transportation Development Act - Allocation (001)				Approval	
Claimant	Description	Amount	Code	Date	Apportionment
5800 - 99233.3 Pedestrian & Bicycle Facilities - Capital					
San Rafael	Francisco Blvd West	308,400	098	01/22/20	Marin County
Santa Clara, City of	Class 2 Bicycle Facility on Lafayette/Bassett St	600,000	038	03/25/20	Santa Clara County
Redwood City	Redwood City Bicycle and Pedestrian Master Plan	70,000	103	03/25/20	San Mateo County
County of San Mateo	Midcoast Multimodal/Parallel Trail Project	400,000	104	03/25/20	San Mateo County
Daly City	Mission Street Streetscape Project	400,000	105	03/25/20	San Mateo County
South San Francisco	East Grand Avenue-Caltrain Bicycle and Pedestrian Access	400,000	106	03/25/20	San Mateo County
Redwood City	Vera Avenue Bicycle Boulevard Project	254,883	107	03/25/20	San Mateo County
Half Moon Bay	Pacific Coast Bicycle Connectivity North	350,000	108	03/25/20	San Mateo County
5801 - 99233.7, 99275 Community Transit Service - Operations					
Union City	Community Transit	155,747	099	01/22/20	Alameda County
5802 - 99260A Transit - Operations					
ECCTA	Transit Operations	509,000	100	01/22/20	ECCTA
NVTA	Transit Operations	1,000,000	095	03/25/20	NVTA
5803 - 99260A Transit - Capital					
Union City	Transit Capital	418,535	101	01/22/20	Union City
5804 - 99260A Paratransit - Operations					
ECCTA	Paratransit Operations	941,000	102	01/22/20	ECCTA
		Total	5,807,565		

State Transit Assistance - Allocation (002)				Approval	
Claimant	Description	Amount	Code	Date	Apportionment
5820 - 6730A Operations - Population-Based County Block Grant					
Union City	Transit Operations	704,164	050	01/22/20	Alameda County
BART	Transit Operations	979,893	051	01/22/20	Alameda County
BART	Transit Operations	119,937	052	01/22/20	Contra Costa County
SFMTA	Health Mobility Navigation Project	132,100	060	03/25/20	San Francisco County
5820 - 6730A Operations - Revenue-based					
BART	Transit Operations	801,024	053	01/22/20	Samtrans
Union City	Transit Operations	136,071	054	01/22/20	Union City
5820 - 6730A Operations - Population-based Lifeline					
SamTrans	Cycle 5: Operating Support for SamCoast Service	101,610	055	01/22/20	San Mateo County
SamTrans	Cycle 5: County Trans. Assistance for Low-Income Residents	100,000	056	01/22/20	San Mateo County
SamTrans	Cycle 5: Menlo Park Crosstown Shuttle	75,000	057	01/22/20	San Mateo County
Union City	Cycle 5: Route 2 Operations	196,196	058	01/22/20	Alameda County
SFMTA	Cycle 5: Shop-a-Round	32,462	061	03/25/20	San Francisco County
SFMTA	Cycle 5: Wheelchair Accessible Taxis	30,000	062	03/25/20	San Francisco County
SFMTA	Cycle 5: Bayview Transit Assistance	16,667	063	03/25/20	Participatory Budget
6730B Capital - Population-based Lifeline					
BART	Cycle 5: Coliseum Elevator Renovation	824,940	059	01/22/20	Alameda County
		Total	4,250,064		

Regional Measure 2 Funds - Allocation (006)				Approval	
Claimant	Description	Amount	Code	Date	Notes

Marketing					
MTC	Fare Integration Project	150,000	021	03/25/20	

Total 150,000

Allocations Grand Total 10,207,629

Rescission - Transportation Development Act				Approval	Allocation
Claimant	Description	Amount		Date	Instruction

Santa Clara, City of	Class 2 bicycle facility on Lafayette/Bassett Streets (BEP87)	(600,000)		03/25/20	19001017
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Total (600,000)

Rescission - State Transit Assistance				Approval	Allocation
Claimant	Description	Amount		Date	Instruction

SFMTA	Transit Operations	(1,343,127)		01/22/20	20438108
SamTrans	Transit Operations	(667,724)		01/22/20	20438124

Total (2,010,851)

Rescission - Regional Measure 2 Funds				Approval	Allocation
Claimant	Description	Amount		Date	Instruction

MTC	Regional Map and Wayfinding	(200,000)		03/25/20	20006002
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Total (200,000)

Recissions Grand Total (2,810,851)



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0615 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 4/2/2020 **In control:** Programming and Allocations Committee

On agenda: 5/13/2020 **Final action:**

Title: MTC Resolution No. 4202, Revised Subject: Revisions to the One Bay Area Grant 2 Program (OBAG 2), to reflect changes in the Freeway Performance Program and Priority Conservation Area Grant program.

Sponsors:

Indexes:

Code sections:

Attachments: [2c 20-0615 Reso-4202 OBAG2 Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4202, Revised Subject: Revisions to the One Bay Area Grant 2 Program (OBAG 2), to reflect changes in the Freeway Performance Program and Priority Conservation Area Grant program.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2020

Agenda Item 2c - 20-0615

MTC Resolution No. 4202, Revised

Subject: Revisions to the One Bay Area Grant 2 Program (OBAG 2), to reflect changes in the Freeway Performance Program and Priority Conservation Area Grant program.

Background: The OBAG 2 program adopted by the Commission establishes commitments and policies for investing Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for regional and county programs from FY2017-18 through FY2021-22.

This month, staff recommends the following changes to regional programs.

Freeway Performance Program

- **I-80 (Contra Costa, Alameda, and San Francisco Counties):** Within the Freeway Performance Program, expand the limits of the planning-only project on I-80 to extend from the Carquinez Bridge in Contra Costa County to Fremont Street in San Francisco. Previously, the scope was limited to Contra Costa and Alameda Counties, with the Alameda County terminus at the San Francisco Oakland Bay Bridge (SFOBB) Toll Plaza.

This planning-only project will identify a range of innovative near- to mid-term operational improvement and demand management strategies to address traffic flow and circulation.

Priority Conservation Area (PCA) Grant Program

- **Regional PCA Grant Program:** Change the sponsor for the Pillar Point Public Access Improvements project from Half Moon Bay to the San Mateo County Harbor District, as requested by project awardee. This change will not affect the proposed scope for the project.
- **North Bay PCA Grant Program:** As requested by the Transportation Authority of Marin (TAM), redirect \$104,000 in the North Bay PCA Grant program from Novato's Carmel Open Space Acquisition project to Novato's Hill Recreation Area Improvements project, as the former project has been cancelled by Novato.

Due to federal funding limitations, both projects were proposed to be funded by Novato through internal fund exchanges, wherein Novato would direct the federal PCA grant onto local streets and roads rehabilitation or improvement projects and commit to direct an equal amount of non-federal funds to complete the two PCA grant projects. As the city is no longer pursuing the Carmel Open Space Acquisition, Novato has requested to shift their commitment of \$104,000 in non-federal funds to their Hill Recreation Area Improvements project.

Issues: None.

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

Attachments: MTC Resolution No. 4202, Revised, Attachment B-1



Therese W. McMillan

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

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.

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

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MTC Resolution No. 4202, Revised

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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-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

ABSTRACT

MTC Resolution No. 4202, Revised

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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 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

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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 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

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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.

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

ABSTRACT

MTC Resolution No. 4202, Revised

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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 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.

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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 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.

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.

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MTC Resolution No. 4202, Revised

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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.

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

ABSTRACT

MTC Resolution No. 4202, Revised

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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.

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; and the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018,

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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, and May 13, 2020.

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
May 2020**

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$457,365,700	\$44,269,330
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	MTC	\$9,555,000	
1. REGIONAL PLANNING ACTIVITIES	TOTAL:	\$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	TOTAL:	\$9,250,000	
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation			
PDA Implementation	MTC	\$2,000,000	
PDA Supportive Studies	MTC	\$500,000	
PDA Planning			
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	
San Rafael: Downtown Precise Plan	MTC	\$500,000	
San Francisco: HUB Area EIR	MTC	\$500,000	
San Francisco: Transit Corridors Study	MTC	\$500,000	
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	
Vacaville: Downtown Specific Plan	MTC	\$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	MTC	\$800,000	
Staffing Assistance			
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Management	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			
Emeryville: Developing the Highest and Best Use of the Public Curb	MTC	\$65,000	
Oakland: General Plan Framework - PDA Community Engagement Program	MTC	\$65,000	
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	
BART AB2923 Implementation	BART	\$1,000,000	
Unprogrammed balance	MTC	\$7,862,000	
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	TOTAL:	\$20,000,000	
4. CLIMATE INITIATIVES			

Attachment B-1

MTC Resolution No. 4202

OBAG 2 Regional Programs FY 2017-18 through FY 2021-22 May 2020

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$457,365,700	\$44,269,330
Climate Initiatives		\$10,875,000	
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD	\$10,000,000	
Carsharing Implementation	MTC	\$800,000	
Targeted Transportation Alternatives	MTC	\$325,000	
Spare the Air Youth Program - 2	MTC	\$1,417,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael	\$1,000,000	
4. CLIMATE INITIATIVES	TOTAL:	\$24,417,000	
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			
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	
Dumbarton Forward			
SR 84 (US 101 to I-880) Dumbarton Forward	MTC	\$4,375,000	
Richmond-San Rafael Bridge Forward			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		\$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	MTC		\$1,160,000
Freeway Performance Program			
Freeway Performance Program	MTC	\$15,240,000	
FPP: I-880 (I-80 to I-280)	MTC	\$3,000,000	
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 SFOBB Toll Plaza) 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: 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	

Attachment B-1

MTC Resolution No. 4202

OBAG 2 Regional Programs FY 2017-18 through FY 2021-22 May 2020

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			
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 (CV/AV)	MTC	\$2,500,000	
Shared Use Mobility	MTC	\$2,500,000	
Connected Bay Area			
TMS Implementation	MTC	\$2,910,000	
TMC Asset Upgrade and Replacement	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	MTC	\$11,940,000	
InterConnect Bay Area Program	MTC	\$3,000,000	
Incident Management			
Incident Management Implementation	MTC	\$4,160,000	
I-880 ICM Northern	MTC	\$6,200,000	
I-880 ICM Central	MTC	\$2,640,000	
Unprogrammed Balance	TBD	\$380,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT	TOTAL:	\$173,000,000	\$4,000,000
6. TRANSIT PRIORITIES			
BART Car Replacement/Expansion	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	\$9,760,700	\$30,239,330
Clipper	MTC	\$34,200,000	
Unprogrammed Balance		\$15,283,000	
6. TRANSIT PRIORITIES	TOTAL:	\$159,043,700	\$30,239,330
7. PRIORITY CONSERVATION AREA (PCA)			
Regional Peninsula, Southern and Eastern Counties PCA Grant Program			
Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange)	MTC/GreenInfo Network		\$30,000
PCA Grant Implementation	MTC/Coastal Conservancy		\$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda County		\$321,000
Albany: Albany Hill Access Improvements	Albany		\$251,000
Livermore: Arroyo Road Trail	Livermore		\$400,000
EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	East Bay Regional Parks District		\$1,000,000
JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	John Muir Land Trust		\$950,000
San Francisco: McLaren Park and Neighborhood Connections Plan	San Francisco Recreation and Parks		\$194,000
GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	National Parks Service		\$200,000
SMCHD Half Moon Bay: Pillar Point Public Access Improvements	San Mateo Co. Harbor District Half Moon Bay		\$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
Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient Imps.	Point Blue Conservation Science		\$379,000
SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	Santa Clara Valley Open Space Auth.		\$400,000
SCVOSA: Tilton Ranch Acquisition	Santa Clara Valley Open Space Auth.		\$1,000,000
Unprogrammed Balance	TBD		\$1,647,000
North Bay PCA Grant Program			
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Paradise	Marin County	\$312,000	
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehab	Marin County	\$869,000	
Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area Imps. Carmel Open Space Acquisition)	Novato	\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.)	Novato	\$265,000	
National Parks Service: Fort Baker's Vista Point Trail	NPS	\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	NVTA	\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa County	\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano County	\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma County	\$1,280,000	

Attachment B-1**MTC Resolution No. 4202****OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
May 2020**

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$457,365,700	\$44,269,330
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma County	\$770,000	
7. PRIORITY CONSERVATION AREA (PCA)	TOTAL:	\$8,200,000	\$30,000
8. BAY AREA HOUSING INITIATIVES			
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	MTC		\$10,000,000
Housing Incentive Pool	TBD	\$25,000,000	
Sub-HIP Pilot Program			
Solano County projects - TBD	TBD	\$4,000,000	
Other North Bay County projects - TBD	TBD	\$1,000,000	
8. BAY AREA HOUSING INITIATIVES	TOTAL:	\$30,000,000	\$10,000,000
9. REGIONAL STRATEGIC INVESTMENTS (RSI)			
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC	\$4,000,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	\$15,400,000	
Novato: Pavement Rehab (for Downtown Novato SMART Station)	Novato	\$617,000	
Old Redwood Highway Multi-Use Pathway	TAM	\$1,120,000	
San Rafael: Grand Ave Bridge	San Rafael	\$763,000	
US 101 Marin-Sonoma Narrows	TAM	\$2,000,000	
9. REGIONAL STRATEGIC INVESTMENTS (RSI)	TOTAL:	\$23,900,000	
OBAG 2 REGIONAL PROGRAMS	TOTAL:	\$457,365,700	\$44,269,330

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0692 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 4/20/2020 **In control:** Programming and Allocations Committee
On agenda: 5/13/2020 **Final action:**
Title: MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-36.

Sponsors:

Indexes:

Code sections:

Attachments: [2d 20-0692 Reso-4375 TIP Amendment 2019-36.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-36.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

Programming and Allocations Committee

May 13, 2020

Agenda Item 2d - 20-0692

MTC Resolution Nos. 4375, Revised

Subject: 2019 Transportation Improvement Program (TIP) Amendment 2019-36.

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. MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, must prepare and adopt the TIP at least once every two years. The 2019 TIP, covering the four-year period from FY 2018-19 through 2021-22, was adopted by the Commission on September 26, 2018, and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on December 17, 2018. The 2019 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: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

Amendment 2019-36 makes revisions to 29 projects with a net funding increase of approximately \$350 million. Among other changes, this revision:

- Amends two new projects into the TIP and updates six other projects to reflect the recent adoption of the 2020 State Transportation Improvement Program (STIP) by the California Transportation Commission (CTC);
- Amends the Santa Clara Valley Transportation Authority's (VTA's) "Not on Transit" Program into the TIP to reflect the award of \$350,000 in Federal Transit Administration (FTA) Human Trafficking Awareness and Public Safety Initiative Grant funds. This program aims to train employees and raise passenger awareness to recognize and report human trafficking activities on transit;
- Updates the funding plans of six projects, amends one new project into the TIP and deletes an existing project to reflect changes in the Transit Capital Priorities (TCP) Program;
- Amends four other new exempt, individually-listed projects and one new grouped listing, totaling \$103 million, into the TIP; and
- Archives five projects as they have been completed or all federal funds for the project have been obligated.

The revisions made with this amendment do not conflict with the financial constraint requirements of the TIP, and therefore the 2019 TIP remains financially constrained with this amendment. The 2019 TIP is also designed such that, once implemented, it makes progress toward achieving the performance targets established per federal regulations.

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

The TIP Revision Summary for this amendment is attached (Attachment 1) and is also available in the MTC offices at 375 Beale Street, San Francisco, CA, and is posted on the Internet at: <http://mtc.ca.gov/our-work/fund-invest/tip/tip-revisions-and-amendments>.

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 the Commission approval; after its review, Caltrans will forward the amendment to FTA/FHWA as required for final federal agency review and approval.

Issues:

On March 31, 2020, the Environmental Protection Agency (EPA) and National Highway Traffic Safety Agency's (NHTSA) finalized Part II of their Safer Affordable Fuel Efficient (SAFE) Vehicles Rule, which revises the federal Corporate Average Fuel Economy (CAFE) standards. The California Air Resources Board (CARB) is still analyzing the final rule to determine if it will impact the emissions factor modeling tool (EMFAC) that must be used when MTC performs a regional transportation-air quality conformity analysis. PART II becomes effective 60 days following notice in the federal register. Once Part II becomes effective, TIP amendments requiring an air quality conformity determination may not be able to move forward. Because this amendment does not impact air quality, and a new or revised air quality conformity determination is not required, the TIP revision may move forward and receive final federal approval.

A concurrent amendment, Amendment 2019-35, revises the I-680 Express Lane Gap Closure Project in Alameda County to maintain consistency with the Amended Plan Bay Area 2040, including a net increase in funding of approximately \$86 million. The revision to this project in the TIP is contingent on a similar amendment to Plan Bay Area 2040 and an updated Transportation-Air Quality Conformity Analysis. Because of these additional actions, Amendment 2019-35 was reviewed along with those items at the Planning Committee meeting on May 8, 2020. Pending the Committee referrals, the Commission will consider action on both TIP Amendments 2019-35 and 2019-36 at its May 27, 2020 meeting.

Recommendation: Staff requests the Commission approve MTC Resolution No. 4375, Revised.

Attachments: Attachment 1, Summary Report of Amended Projects for TIP Amendment 2019-36; and
MTC Resolution No. 4375, Revised



Therese W. McMillan

**TIP Revision Summary
2019-36**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA190020	Pleasanton	I-680/Sunol Interchange Improvements	Amend a new exempt project into the TIP with \$4.15 M in Other Local funds (Development Impact Fees) and \$26.1M in RTP-LRP funds	\$30,250,000	~%
ALA190022	Alameda County	E14th St/Mission Blvd Corridor Improvements	Amend a new exempt project into the TIP with \$540K in Earmark-HPP funds transferred from the previously archived ALA991077, \$9.9M in Tier I Redevelopment Agency funds (Other Local), \$1.27M in Sales Tax and \$15.6M in RTP-LRP funds	\$27,279,940	~%
CC-050076	Richmond	I-80/Central Avenue - Local Portion	Update the funding plan to reprogram \$2.8M in CON STP, \$1.9M in CON RIP, \$200K in CON Sales Tax and \$700K in CON Local funds from FY22 to FY23	\$0	0.0%
CC-170045	San Ramon	Alcosta Boulevard Pavement Rehab	Update the project scope to indicate new limits from Veracruz Dr to Olympia Fields Dr and update the funding plan to add \$2.9M in Local funds	\$2,875,000	130.7%
CC-190012	Contra Costa County	Treat Boulevard Corridor Improvements	Amend a new exempt project into the TIP with \$1.6M in RIP and \$542K in Local funds	\$2,142,000	~%
SCL110007	Santa Clara County	San Tomas Expressway Widening - Phase I	Update the project description to remove Phase II and update the funding plan to remove future funding and archive this project listing. Phase II will be added to the TIP once funding is identified.	-\$48,640,000	-79.3%
SCL170021	Palo Alto	North Ventura Coordinated Area Plan	Archive the project as it has been completed	\$0	0.0%
SCL170041	Palo Alto	Palo Alto Street Resurfacing	Archive this project as the funds have been obligated	\$0	0.0%
SCL190036	Cupertino	McClellan Road Separated Bike Lanes	Amend a new exempt project into the TIP with \$1M in CMAQ and \$1.5M in Local funds	\$2,500,000	~%
SM-170033	San Bruno	Huntington/San Antonio Street Rehabilitation	Update the funding plan to add \$699K in FY20 CON Local and \$400K in FY21 CON Local to match engineers estimates and reflect phasing of the project	\$1,099,000	132.3%
System: Public Lands/Trails					
ALA190021	Alameda County	Niles Canyon Trail, Phase I	Amend a new exempt project into the TIP with \$231K in MTC Regional Exchange Funds, \$2.1M in Other Local and \$26M in RTP-LRP	\$28,901,000	~%
System: State Highway					
ALA050079	Alameda County Transportation Commission (ACTC)	I-80 Gilman Interchange Improvements	Update the funding plan to change the source for \$2.3M from Sales Tax to Local and for \$10.3M from RTP-LRP to RIP, add \$569K in Local and \$5.1M in RIP, and reprogram funds between years and phases including moving the ROW phase into the TIP period	\$5,723,880	10.2%
NAP090003	Napa Valley Transportation Authority	SR 12/29/221 Soscol Junction Interchange Imps.	Update the funding plan to add \$2M in RIP funds to PSE in FY 20; remove \$300K in RIP funds from ROW in FY20; add \$20.3M in RIP funds to CON FY22; add \$3.6M in Local funds to CON FY22; and add \$1.8M in RTP-LRP funds to CON FY23	\$27,445,000	76.2%
NAP170009	Napa (City)	Silverado Trail Five-Way Intersection Improvements	Update the funding plan to add \$458K in Local funds and reprogram funds between years and phases including reprogramming the ROW phase to outside the active years of the TIP	\$458,000	4.3%
SCL110008	Santa Clara Valley Transportation Authority (VTA)	SR 237 Express Lanes: North 1st St to Mathilda Ave	Archive this project as it has been completed	\$0	0.0%

**TIP Revision Summary
2019-36**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL130041	Palo Alto	Adobe Creek/ Highway 101 Bicycle Pedestrian Bridge	Archive project as the funds have been obligated	\$0	0.0%
SM-190009	San Mateo CCAG	US-101 Managed Lanes North of I-380	Amend a new non-exempt project into the TIP with \$7M in RIP funds, \$15M in Salestax funds, and \$120M in RTP-LRP funds	\$142,177,000	~%
SOL090015	Solano County	Redwood-Fairgrounds Dr Interchange Imps	Update the funding plan to add \$5M in RIP funds to CON FY22 and remove \$5M in RTP-LRP from CON FY23	\$0	0.0%
SOL110001	Metropolitan Transportation Commission (MTC)	Solano I-80 Managed Lanes	Update the funding plan to add \$700K in RIP funds to ROW in FY22 and \$33.3M in RIP funds to CON in FY22	\$34,000,000	14.9%
System: Transit					
MRN130015	Golden Gate Bridge, Highway and Transit District	GGBHTD - Transit Systems Enhancements	Update the funding plan to remove \$174K in 5307 and \$44K in Local funds as they are being transferred to MRN150014	-\$220,982	-7.0%
MRN150014	Golden Gate Bridge, Highway and Transit District	GGBHTD Ferry Major Components Rehab	Update the funding plan to add \$11.4M in 5337 and \$2.8M in Local funds being transferred from MRN990017 and \$174K in 5307 and \$44K in Local funds being transferred from MRN130005	\$14,455,491	215.1%
MRN150015	Golden Gate Bridge, Highway and Transit District	GGBHTD Ferry Propulsion Systems Replacement	Update the funding plan to add \$5.6M in FY20 5337 and \$1.4M in FY20 Local funds that are being transferred from MRN990017	\$7,012,500	129.7%
MRN170008	Golden Gate Bridge, Highway and Transit District	GGBHTD: Replace 67 Diesel Buses with Hybrid Buses	Update the funding plan to add \$5.2M in 5307 and \$1.3M in Local funds as they are being transferred from MRN170010	\$6,479,025	11.0%
MRN170010	Golden Gate Bridge, Highway and Transit District	GGBHTD: Purchase 7 Hybrid Buses	Update the funding plan to remove \$5.2M in 5307 funds and \$1.3M in Local funds as they are being transferred to MRN170008 and delete this project	-\$6,479,025	-100.0%
MRN990017	Golden Gate Bridge, Highway and Transit District	GGBHTD: Ferry Channel & Berth Dredging	Update the funding plan to remove \$17M in 5337 and \$4.25M in Local funds as they are being transferred to MRN150014 and MRN150015.	-\$21,250,000	-44.8%
SCL190035	Santa Clara Valley Transportation Authority (VTA)	VTA - Not on Transit Program	Amend a new exempt project into the TIP with \$350K in Human Trafficking Awareness and Public Safety Initiative Grant funds and \$150K in Sales Tax	\$500,000	~%
SCL190037	Santa Clara Valley Transportation Authority (VTA)	VTA: Bus & LR Vehicle Mobile Router Replacement	Amend a new exempt project into the TIP with \$1.2M in 5307 and \$300K in Local funds	\$1,500,000	~%
SF-050024	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Train Control & Trolley Signal Rehab/Replace	Update the funding plan to add \$20.3M in operating funds and \$57M in RTP-LRP funds in various years and phases	\$77,283,000	58.4%
VAR190005	Metropolitan Transportation Commission (MTC)	GL: FTA Section 5310 Program FY18 and FY19	Amend a new group listing into the TIP with \$14.1M in 5310 funds. Toll credits will be used in lieu of match.	\$14,130,385	~%

TIP Revision Summary
2019-36

Attachment 1

Total Funding Change: \$349,621,214

TIP Revision Summary

	Federal	State	Regional	Local	Total	2019 TIP Only
Current:	\$233,938,806	\$20,152,000	\$117,107,337	\$459,582,809	\$830,780,952	\$179,586,729
Proposed:	\$336,426,131	\$20,152,000	\$117,107,337	\$706,716,698	\$1,180,402,166	\$330,912,123
Delta:	\$102,487,325	\$0	\$0	\$247,133,889	\$349,621,214	\$151,325,394

Date: September 26, 2018
 W.I.: 1512
 Referred by: PAC
 Revised: 12/19/18-C 01/23/19-C 02/27/19-C
 03/27/19-C 04/24/19-C 05/22/19-C
 06/26/19-C 07/24/19-C 09/25/19-C
 10/23/19-C 11/20/19-C 12/18/19-C
 01/22/20-C 02/26/20-C 03/25/20-C
 05/27/20-C

ABSTRACT

Resolution No. 4375, Revised

This resolution adopts the 2019 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussion of the 2019 TIP adoption is contained in the Programming & Allocations Committee summary sheets dated September 12, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, April 14, 2019, May 8, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, December 11, 2019, January 8, 2020, February 12, 2020, March 11, 2020, the Planning Committee summary sheet dated May 8, 2020 and the Programming & Allocations Committee summary sheet dated May 13, 2020. This resolution was revised as outlined below. Additional information on each revision is included in attachment B: 'Revisions to the 2019 TIP'.

2019 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2019-01	Admin. Mod.	52	\$36,741,847	12/19/2018	12/19/2018
2019-02	Admin. Mod.	12	\$7,296,176	2/1/2019	2/1/2019
2019-03	Amendment	40	\$155,338,096	12/19/2018	2/5/2019
2019-04	Admin. Mod.	10	\$5,506,382	3/5/2019	3/5/2019
2019-05	Amendment	3	\$22,503,964	1/23/2019	2/19/2019
2019-06	Amendment	2	\$15,814,128	1/23/2019	2/15/2019
2019-07	Admin. Mod.	19	\$11,050,370	3/28/2019	3/28/2019
2019-08	Amendment	12	-\$25,513,326	2/27/2019	4/3/2019
2019-09	Admin. Mod.	7	\$1,547,102	5/6/2019	5/6/2019
2019-10	Amendment	4	-\$18,724,000	3/27/2019	4/24/2019

ABSTRACT

MTC Resolution No. 4375, Revised

Page 2

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2019-11	Admin. Mod.	46	-\$10,610,187	6/6/2019	6/6/2019
2019-12	Amendment	4	\$13,699,781	4/24/2019	6/6/2019
2019-13	Admin. Mod.	22	\$15,402,477	7/3/2019	7/3/2019
2019-14	Amendment	25	\$801,633,123	5/22/2019	6/27/2019
2019-15	Admin. Mod.	11	9,525,440	8/13/2019	8/13/2019
2019-16	Amendment	8	\$21,335,503	6/26/2019	8/26/2019
2019-17	Admin. Mod.	11	-\$7,160,690	8/29/2019	8/29/2019
2019-18	Amendment	9	\$115,165,869	7/24/2019	9/10/2019
2019-19	Admin. Mod.	34	-\$6,469,315	10/7/2019	10/7/2019
2019-20	Admin. Mod.	6	\$0	10/31/2019	10/31/2019
2019-21	Amendment	15	\$-141,949,908	9/25/2019	10/18/2019
2019-22	Admin. Mod.	10	\$1,370,190	12/12/2019	12/12/2019
2019-23	Amendment	6	\$185,014,158	10/23/2019	11/13/2019
2019-24	Admin. Mod.	9	\$43,720,114	1/17/2020	1/17/2020
2019-25	Amendment	17	\$204,462,942	11/20/2019	12/23/2019
2019-26	Admin. Mod.	6	\$3,953,795	2/14/2020	2/14/2020
2019-27	Amendment	12	\$112,588,334	12/18/2019	2/26/2020
2019-28	Admin. Mod.	7	\$2,956,808	3/26/2020	3/26/2020
2019-29	Amendment	8	\$1,762,160	1/22/2020	2/26/20
2019-30	Admin. Mod.	Pending	Pending	Pending	Pending
2019-31	Amendment	3	\$6,508,000	2/26/2020	4/2/20
2019-32	Admin. Mod.	Pending	Pending	Pending	Pending
2019-33	Amendment	12	\$4,108,000	3/25/2020	Pending
2019-34	Admin. Mod.	Pending	Pending	Pending	Pending
2019-35	Amendment	1	\$86,000,000	5/27/2020	Pending
2019-36	Amendment	29	\$349,621,214	5/27/20	Pending
Net Funding Change		472	\$2,024,198,547		
Absolute Funding Change			\$2,445,053,399		

Date: September 26, 2018
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2019 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4375

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), 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. 4374 that the 2019 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 2019 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 2019 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 2019 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 2019 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 2019 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that the 2019 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 2019 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); and, be it further

RESOLVED, that MTC finds that the 2019 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. 4374); and, be it further

RESOLVED, that the projects and programs included in the 2019 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 2019 TIP are consistent with the Amended Plan Bay Area 2040 (the 2040 Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area) and, be it further

RESOLVED, that revisions to the 2019 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. 4375, 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) 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 forwarded 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



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 September 26, 2018.

Date: September 26, 2018
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4375
Page 1 of 1

2019 Transportation Improvement Program

The 2019 Transportation Improvement Program for the San Francisco Bay Area, adopted September 26, 2018, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2019 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- TIP Overview
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- The 2019 TIP Investment Analysis: Focus on Low-Income and Minority Communities
- The 2019 TIP Performance Report

Date: September 26, 2018
W.I.: 1512
Referred by: PAC
Revised: 12/19/18-C 01/23/19-C 02/27/19-C
03/27/19-C 04/24/19-C 05/22/19-C
06/26/19-C 07/24/19-C 09/25/19-C
10/23/19-C 11/20/19-C 12/18/19-C
01/22/20-C 02/26/20-C 03/25/20-C
05/27/20-C

Attachment B
Resolution No. 4375, Revised
Page 1 of 14

Revisions to the 2019 TIP

Revisions to the 2019 Transportation Improvement Program (TIP) will be included as they are approved.

Revision 2019-01 is an administrative modification that revises 52 projects with a net funding increase of approximately \$36.7 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on December 19, 2018. Among other changes, this revision:

- Updates the funding plans of 36 Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect obligations and programming decisions;
- Updates the funding plan of the Santa Clara Valley Transportation Authority's US-101 Express Lanes in Santa Clara County project to reflect the programming of \$3.3 million in repurposed earmark funds;
- Updates the funding plan and back-up listing of the Caltrans-managed local Highway Bridge Program (HBP) grouped listing and updates the funding plans of eight individually listed HBP-funded projects to reflect the latest information from Caltrans; and
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) Collision Reduction grouped 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 \$3.3 million in repurposed earmark funds, \$17.4 million in HBP funds and \$5.3 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-01, 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 2019-02 is an administrative modification that revises 12 projects with a net funding increase of approximately \$7.3 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on February 1, 2019. Among other changes, this revision:

- Updates the funding plans of six Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, one Road Repair and Accountability Act (SB1) and State Transportation Improvement Program funded project, and one High Priority Program earmark funded project to reflect the latest programming decisions; and
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) Collision Reduction grouped 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 \$421,807 in High Priority Program earmark funds, \$207,000 in SB1 funds and \$6 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-02, 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 2019-03 is an amendment that revises 40 projects with a net funding increase of approximately \$155 million. The revision was referred by the Programming and Allocations Committee on December 12, 2018, and approved by the MTC Commission on December 19, 2018. Caltrans approval was received on January 15, 2019, and final federal approval was received on February 5, 2019. Among other changes, this revision:

- Updates the funding plans of six Highway Bridge Program funded projects to reflect the latest programming information from Caltrans;
- Adds two new exempt projects and one new non-exempt not regionally significant project, deletes an existing exempt project and updates the funding plans of 14 additional projects to reflect Surface Transportation Block Grant / Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) programming decisions and obligations;
- Adds one new grouped listing and updates the funding plans and back up listings of three existing grouped listings to reflect the latest information from Caltrans;
- Adds three additional new exempt projects to the TIP; and
- Carries forward two exempt projects and two grouped listings from the 2017 TIP.

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

Revision 2019-04 is an administrative modification that revises ten projects with a net funding increase of approximately \$5.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 5, 2019. Among other changes, this revision:

- Updates the funding plans of four Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions, including the exchange of approximately \$16 million in STP/CMAQ and an equal amount of sales tax proceeds between San Francisco's Better Market Street project and SFMTA's New Central Subway project;

- Also updates the funding plan of the Better Market Street project to reflect the award of \$15 million in Better Using Investments to Leverage Development (BUILD) grant funds;
- Combines the two Innovative Deployments to Enhance Arterials program listings into a single listing;
- Splits out near-term, High Priority Program-funded improvements from Alameda County's Vasco Road Safety Improvements project; and
- Updates the funding plan and back-up listing of the Lifeline Transportation Program – Cycle 5 grouped listing to reflect the programming of additional Federal Transit Administration Section 5307 funds and State Transit Assistance program funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$15 million in BUILD funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-04, 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 2019-05 is an amendment that revises three projects with a net funding increase of approximately \$22.5 million. The revision was referred by the Programming and Allocations Committee on January 9, 2019, and approved by the MTC Commission on January 23, 2019. Caltrans was received on February 6, 2019, and final federal approval was received on February 19, 2019. Among other changes, this revision updates the funding plan and back-up listing of the Caltrans managed Highway Safety Improvement Program grouped listing. Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-06 is an amendment that revises two projects with a net funding increase of approximately \$15.8 million. The revision was proposed subsequent to the Programming and Allocations Committee review of Revision 2019-05 on January 9, 2019 and was approved by the MTC Commission on January 23, 2019. Caltrans approval was received on February 6, 2019, and final federal approval was received on February 15, 2019. Among other changes, this revision:

- Adds one Federal Transit Administration Bus and Bus Facilities Program and Low or No Emission Vehicle Program funded Fairfield and Suisun Transit project to the TIP; and
- Adds the San Joaquin Regional Rail Commission's Oakley Station Platform project to reflect the award of Transit and Intercity Rail Capital Program funds.

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

Revision 2019-07 is an administrative modification that revises 19 projects with a net funding increase of approximately \$11 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 28, 2019. Among other changes, this revision:

- Updates the funding plan of the Golden Gate Bridge Suicide Deterrent Safety Barrier project to reflect the programming of approximately \$45.2 million in Federal Highway

Infrastructure Program (FHIP) funds in lieu of Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Cycle 1 and One Bay Area Grant 2 (OBAG2) funds;

- Updates the funding plans of nine other STP/CMAQ funded projects and one High Priority Program Earmark (HPP) funded project to reflect planned obligations;
- Updates the funding plan of San Rafael's Francisco Blvd West Multi-Use Pathway project to reflect the programming of Regional Measure 2 (RM2) and Transportation Fund for Clean Air (TFCA) funds; and
- Updates the funding plans and back-up listings of the State Highway Operation and Protection Program (SHOPP) Collision Reduction, Local Highway Bridge Program (HBP) and FTA Section 5311 Fiscal Years 2018/19 and 2019/20 grouped 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 \$45.2 million in FHIP funds, \$2.4 million in HPP funds, \$248,400 in TFCA funds, \$6.3 million in SHOPP funds, and \$283,186 in FTA Section 5311f funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-07, 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 2019-08 is an amendment that revises 12 projects with a net funding decrease of approximately \$25.5 million. The revision was referred by the Programming and Allocations Committee on February 13, 2019, and approved by the MTC Commission on February 27, 2019. Caltrans approval was received on March 13, 2019, and final federal approval was received on April 3, 2019. Among other changes, this revision:

- Adds one new exempt project and updates the funding plan of one other project to reflect the award of Federal Transit Administration Bus and Bus Facilities Infrastructure Investment Program discretionary grants;
- Updates the funding plan of the Solano Transportation Authority's I-80/I-680/SR-12 Interchange Improvements project to reflect the award of Trade Corridor Enhancement Program funds;
- Updates the funding plans of two Altamont Corridor Express projects to reflect the award of Transit and Intercity Rail Capital Program funds;
- Archives three implemented projects; and
- Deletes three projects that will not move forward as federal projects.

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

Revision 2019-09 is an administrative modification that revises seven projects with a net funding increase of approximately \$1.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on May 6, 2019. Among other changes, this revision:

- Updates the funding plan of three Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest project schedules; and
- Updates the funding plans of two Road Repair and Accountability Act (SB1) funded projects to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$1.77 million in SB1 funds and \$165,452 in CalRecycle funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-09, 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 2019-10 is an amendment that revises four projects with a net funding decrease of approximately \$18.7 million. The revision was referred by the Programming and Allocations Committee on March 6, 2019, and approved by the MTC Commission on March 27, 2019. Caltrans approval was received on April 5, 2019, and final federal approval was received on April 24, 2019. Among other changes, this revision:

- Amends one new exempt project into the TIP; and
- Archives one project.

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

Revision 2019-11 is an administrative modification that revises seven projects with a net funding decrease of approximately \$10.6 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 6, 2019. Among other changes, this revision:

- Updates the funding plans of 36 Transit Capital Priorities Program funded projects to reflect the latest programming decisions;
- Updates the funding plans of five Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest project schedules;
- Updates the funding plan of the Contra Costa Transportation Authority's New State Highway (SR-239) Study project to reflect the programming of unexpended High Priority Program and Transportation Improvement earmark funds; and
- Updates the Water Emergency Transportation Authority's San Francisco Ferry Terminal/Berthing Facilities project to reflect the programming of FHWA Ferry Boat Program (FBP) funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$597,635 in High Priority Program earmark funds, \$4.4 million in Transportation Improvement earmark funds, \$877,388 in FBP funds, \$311,764 in Low Carbon Transit Operations program funds, \$976,000 in Proposition 1B funds, and \$216,827 in SB1 funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-11, 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 2019-12 is an amendment that revises four projects with a net funding increase of approximately \$13.7 million. The revision was referred by the Programming and Allocations Committee on April 10, 2019, and approved by the MTC Commission on April 24, 2019. Caltrans approval was received on May 8, 2019, and final federal approval was received on June 6, 2019. Among other changes, this revision:

- Reprograms Congestion Mitigation and Air Quality Improvement (CMAQ) program funds available through the Transit Performance Initiative – Capital Investment Program from VTA's Santa Clara Pocket Track Light Rail Interlocking project to their Light Rail Track Crossovers and Switches project and deletes the interlocking project; and
- Updates the funding plan and back-up listing for the State Highway Operations and Protection Program (SHOPP) Emergency Response program to reflect the latest information from Caltrans including the addition of \$14.6 million in SHOPP funds.

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

Revision 2019-13 is an administrative modification that revises 22 projects with a net funding increase of approximately \$15.4 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on July 3, 2019. Among other changes, this revision:

- Updates the funding plans of 13 projects to reflect programming changes in the Active Transportation Program (ATP);
- Updates the funding plans of four Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions;
- Updates the funding plan and back-up listing of the Caltrans-managed Pavement Resurfacing and Rehabilitation for the State Highway System grouped listing;
- Updates the funding plan of the Sonoma Marin Area Rail Transit corridor project to reflect the award of \$5 million in Federal Railroad Administration (FRA) Positive Train Control (PTC) funds; and
- Updates Bay Area Rapid Transit's Transbay Core Capacity Improvements project to reflect the award of \$300 million in Federal Transit Administration (FTA) Core Capacity grant funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$300 million in FTA Core Capacity funds, \$3.8 million in ATP funds, \$5 million in FRA PTC funds and \$24,540 in California Natural Resources Agency Urban Greening funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-13, 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 2019-14 is an amendment that revises 25 projects with a net funding increase of approximately \$802 million. The revision was referred by the Programming and Allocations Committee on May 8, 2019, and approved by the MTC Commission on May 22, 2019. Caltrans approval was received on June 12, 2019, and final federal approval was received on June 27, 2019. Most notable from a dollar standpoint is the addition of replacement and expansion vehicles as part of SFMTA's Light Rail Vehicle Procurement. Among other changes, this revision adds eight new exempt projects to the TIP, updates the funding plans of 13 existing projects and deletes three projects from the TIP to reflect changes in 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 2019-15 is an administrative modification that revises 11 projects with a net funding increase of approximately \$9.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 13, 2019. Among other changes, this revision:

- Updates the funding plans of six Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions and obligations;
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) – Mobility Program grouped listing to reflect the latest information from Caltrans including the addition of a total of \$9.5 million in SHOPP funds;
- Updates the funding plan of the Golden Gate Bridge Highway and Transportation District's Ferry Propulsion Systems Replacement project to reflect the programming of \$680,815 in Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP) funds; and
- Updates the funding plan of Solano County's Redwood – Fairgrounds Drive Interchange Improvements project to reflect the programming of \$26,573 in High Priority Program (HPP) funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$16.8 million in SHOPP funds, \$26,573 in HPP funds, and \$680,815 in FBP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-15, 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 2019-16 is an amendment that revises eight projects with a net funding increase of approximately \$21.3 million. The revision was referred by the Programming and Allocations Committee on June 12, 2019, and approved by the MTC Commission on June 26, 2019. Caltrans approval was received on August 7, 2019, and final federal approval was received on August 26, 2019. Among other changes, this revision:

- Updates the funding plan and back-up listing of the State Highway Operations and Protection Program (SHOPP) Collision Reduction program to reflect the latest information from Caltrans including the addition of \$11.7 million in SHOPP funds;

- Archives three projects as they have been completed or all federal funding for the project has been obligated; and
- Adds one new exempt project.

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

Revision 2019-17 is an administrative modification that revises 11 projects with a net funding decrease of approximately \$7.2 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 29, 2019. Among other changes, this revision:

- Updates the funding plans of three Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, one Active Transportation Program (ATP) funded project, and two earmark funded projects to reflect the latest programming decisions and obligations;
- Updates the funding plan and back-up listing of the Marin County - Traffic Operating Systems and Mobility grouped listing to reflect the latest information from Caltrans including the addition of \$97,649 in Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP) funds; and
- Updates the funding plans of two Solano County Transit (Soltrans) projects to reflect the programming of additional Transit Capital Priorities funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$9 million in Highway Bridge Program earmark funds and \$97,649 in FBP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-17, 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 2019-18 is an amendment that revises nine projects with a net funding increase of approximately \$115 million. The revision was referred by the Programming and Allocations Committee on July 10, 2019, and approved by the MTC Commission on July 24, 2019. Caltrans approval was received on September 6, 2019, and final federal approval was received on September 10, 2019. Among other changes, this revision:

- Amends four new exempt projects into the TIP and updates one existing project to reflect the recent CTC approval of Regional Active Transportation Program (rATP), Cycle 4;
- Amends San Jose's Better Bikeway San Jose – San Fernando Street project into the TIP to reflect the award of Statewide Competitive ATP funds; and
- Updates the funding plan of the Caltrans managed Highway Bridge Program grouped listing.

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

Revision 2019-19 is an administrative modification that revises 34 projects with a net funding decrease of approximately \$6.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on October 7, 2019. Among other changes, this revision:

- Updates the funding plans of 29 Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions and obligations;
- Updates the funding plan of the Alameda CTC's 7th Street Grade Separation East project to reflect the award of \$175 million in SB1 Trade Corridor Enhancement Program (TCEP) funds;
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) group-listing to reflect the latest information from Caltrans including the addition of \$35,990 in HSIP funds; and
- Updates the funding plans of two projects to reflect the latest programming decisions in the Transit Capital Priorities Program.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$175 million in TCEP funds and \$35,990 in HSIP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-19, 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 2019-20 is an administrative modification that revises six projects with no net change in funding. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on October 31, 2019. Among other changes, this revision updates the funding plans of the six Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned and future obligations, transfers of funding to the Federal Transit Administration and conversions of advanced construction to federal funds. MTC's 2019 TIP, as revised with Revision No. 2019-20, 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 2019-21 is an amendment that revises 15 projects with a net funding decrease of approximately \$142 million. The revision was referred by the Programming and Allocations Committee on September 4, 2019, and approved by the MTC Commission on September 25, 2019. Caltrans approval was received on October 7, 2019, and final federal approval was received on October 18, 2019. Among other changes, this revision:

- Amends two new exempt projects and the preliminary engineering phase of one non-exempt project into the TIP and updates the funding plans of four existing Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) projects to reflect the latest programming decisions;
- Deletes two existing projects as they will not move forward as federal projects; and
- Updates the funding plans and back-up listings of four State Highway Operation and Protection Program (SHOPP) funded grouped listings to reflect the latest information from Caltrans including the addition of \$107 million in SHOPP funds.

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

Revision 2019-22 is an administrative modification that revises 10 projects with a net funding increase of approximately \$1.4 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on December 12, 2019. Among other changes, this revision:

- Updates the funding plans of three Regional Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflected planned obligations;
- Splits the Treasure Island Mobility Management Agency (TIMMA) sponsored Treasure Island Ferry Terminal Landside Improvements project out from the San Francisco County Transportation Authority sponsored Treasure Island Pricing Mobility Improvements project and programs \$3 million in FHWA Ferry Boat Discretionary to TIMMA's project;
- Splits the BART managed Transit Oriented Development Implementation program from the MTC managed Regional Planning-PDA Implementation program; and
- Updates the funding plan of the Golden Gate Bridge, Highway and Transportation District's Ferry Propulsion Systems Replacement project to reflect the programming of \$644,731 in FHWA Ferry Boat Program funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3 million in Ferry Boat Discretionary and \$644,731 in Ferry Boat Program funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-22, 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 2019-23 is an amendment that revises six projects with a net funding increase of approximately \$185 million. The revision was referred by the Programming and Allocations Committee on October 9, 2019, and approved by the MTC Commission on October 23, 2019. Caltrans approval was received on October 31, 2019, and final federal approval was received on November 13, 2019. Among other changes, this revision:

- Updates the funding plans of the Clipper and Clipper 2.0 Fare Payment System projects to reflect the allocations of funds between the two projects and to reflect the total cost of the Clipper 2.0 project;
- Deletes one exempt project from the TIP;
- Adds one previously archived project back into the TIP; and
- Updates the funding plan and back-up listing of the Caltrans-managed State Highway Operation and Protection Program (SHOPP) – Minor Program funded grouped listing to reflect the latest programming decisions.

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

Revision 2019-24 is an administrative modification that revises nine projects with a net funding increase of approximately \$43.7 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on January 17, 2020. Among other changes, this revision:

- Updates the funding plans of three Regional Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions including splitting out Alameda County's Complete Streets Improvements project from the Cherryland/Ashland/Castro Valley and Fairview Bicycle and Pedestrian Improvements project; and
- Updates the funding plans and back-up listings for four Caltrans-managed grouped listings to reflect changes in the Highway Safety Improvement Program, Highway Maintenance (HM) Program, and State Highway Operation and Protection Program (SHOPP), including splitting out the I-280 Roadway Preservation project from the SHOPP Roadway Preservation grouped listing.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$22.7 million in SHOPP funds, \$13.6 million in HM funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-24, 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 2019-25 is an amendment that revises 17 projects with a net funding increase of approximately \$204 million. The revision was referred by the Programming and Allocations Committee on November 13, 2019, and approved by the MTC Commission on November 20, 2019. Caltrans approval was received on November 21, 2019, and final federal approval was received on December 23, 2019. Among other changes, this revision:

- Updates the funding plan of the Golden Gate Bridge, Highway and Transportation District's Golden Gate Ferry: New Vessel project to reflect the award of \$5.9 million in FTA Passenger Ferry Grant Program funds;
- Adds two new exempt projects funded through Santa Clara County's Measure B sales tax program;
- Updates three individually-listed Highway Bridge Program (HBP) funded projects and combines six formerly individually-listed HBP projects into the HBP grouped listing based on the latest information from Caltrans;
- Updates the Caltrans-managed Section 130/Railroad-Highway Crossing grouped listing;
- Archives two projects as the funds have been obligated; and
- Deletes one project as the funding has been redirected.

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

Revision 2019-26 is an administrative modification that revises six projects with a net funding increase of approximately \$4 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on February 14, 2020. Among other changes, this revision:

- Updates the funding plans of two Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions; and
- Updates the funding plans and back-up listings for two grouped listings to reflect the latest programming decisions, including the addition of \$3.5 million in Section 130 Railroad-Highway Crossing program funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3.5 million in Section 130 Railroad-Highway Crossing funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-26, 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 2019-27 is an amendment that revises 12 projects with a net funding increase of approximately \$113 million. The revision was referred by the Programming and Allocations Committee on December 11, 2019, and approved by the MTC Commission on December 18, 2019. Caltrans approval was received on January 2, 2020, and final federal approval was received on February 26, 2020. Among other changes, this revision:

- Updates the funding plans of two Water Emergency Transportation Authority projects to reflect the latest programming decisions;
- Updates four Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect changes in funding and scope;
- Updates the funding plan and back-up listing of the Highway Bridge Program grouped listing, amends one exempt project back into the TIP and revises the funding plan of another project to reflect the latest information from Caltrans; and
- Updates the funding plans and back-up listings of two Caltrans managed State Highway Operation and Protection Program (SHOPP) grouped listings 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 2019-28 is an administrative modification that revises seven projects with a net funding increase of \$3 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 26, 2020. Among other changes, this revision:

- Updates the funding plans of three Surface Transportation Block Grant Program (STP) funded projects to reflect the latest programming decisions;
- Updates the funding plan of the California Ave. Roundabouts project in the City of Napa to reflect the latest programming decisions including the addition of \$280,000 in State Highway Operations and Protection Program (SHOPP) funds; and
- Updates the funding plan and back-up listing for the Local Highway Bridge Program 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 \$280,000 in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-28, 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 2019-29 is an amendment that revises eight projects with a net funding increase of approximately \$1.8 million. The revision was referred by the Programming and Allocations Committee on January 8, 2020, and approved by the MTC Commission on January 22, 2020. Caltrans approval was received on January 30, 2020, and final federal approval was received on February 26, 2020. Among other changes, this revision:

- Updates the funding plans of three existing Petaluma Transit projects and amends two new projects into the TIP to reflect the programming of Transit Capital Priorities funds;
- Amends one new exempt project into the TIP to reflect the programming of One Bay Area Grant 2 County Program funds; and
- Amends one previously-archived project back into the TIP to reprogram cost savings among sub-projects.

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

Revision 2019-30 is a pending administrative modification.

Revision 2019-31 is an amendment that revises three projects with a net funding increase of approximately \$6.5 million. The revision was referred by the Programming and Allocations Committee on February 12, 2020, and approved by the MTC Commission on February 26, 2020. Caltrans approval was received on March 18, 2020, and final federal approval was received on April 2, 2020. Among other changes, this revision:

- Amends SolTrans's Electric Bus Charging Infrastructure project into the TIP to reflect the award of \$1.8 million in FTA Bus and Bus Facilities Program funds;
- Updates the scope and funding of the City of Concord's Willow Pass Road Repaving and Safe Routes to Schools Improvements project; and
- Archives one completed project.

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

Revision 2019-32 is a pending administrative modification.

Revision 2019-33 is an amendment that revises 12 projects with a net funding increase of approximately \$4.1 million. The revision was referred by the Programming and Allocations Committee on March 11, 2020, and approved by the MTC Commission on March 25, 2020. Caltrans approval was received on April 2, 2020, and final federal approval is expected in mid-May 2020. Among other changes, this revision:

- Updates the descriptions of two projects to reflect that a 3,200 foot extension of a south-bound High Occupancy Vehicle (HOV) lane on I-280 will be implemented by Caltrans instead of the Santa Clara Valley Transportation Authority (VTA);
- Amends four new exempt projects and one new non-exempt project into the TIP to reflect the latest programming decisions in the One Bay Area Grant 2 (OBAG2) Program, MTC Regional Exchange Program, and Transit Capital Priorities (TCP) Program; and
- Archives three projects that have been completed.

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

Revision 2019-34 is a pending administrative modification.

Revision 2019-35 is an amendment that revises the I-680 Express Lane Gap Closure Project in Alameda County to maintain consistency with the Amended Plan Bay Area 2040, including a net increase in funding of approximately \$86 million. The revision was approved by the MTC Commission on May 27, 2020. Caltrans and final federal approval are expected shortly after. Changes made with this revision do not conflict with the financial constraint requirements. The revision of this project to the 2019 TIP requires a new Transportation-Air Quality Conformity Analysis on the Amended Plan Bay Area 2040 and the Amended 2019 TIP. In accordance with MTC's public participation plan, this amendment and conformity analysis were released for public review on March 26, 2020 and the public review period ended on April 24, 2020.

Revision 2019-36 is an amendment that revises 29 projects with a net funding increase of approximately \$350 million. The revision was approved by the MTC Commission on May 27, 2020. Caltrans approval is expected in late June 2020, and final federal approval is expected in mid-July 2020. Among other changes, this revision:

- Amends two new projects into the TIP and updates six other projects to reflect the recent adoption of the 2020 State Transportation Improvement Program (STIP) by the California Transportation Commission (CTC);
- Amends the Santa Clara Valley Transportation Authority's (VTA's) "Not on Transit" Program into the TIP to reflect the award of \$350,000 in Federal Transit Administration (FTA) Human Trafficking Awareness and Public Safety Initiative Grant funds. This program aims to train employees and raise passenger awareness to recognize and report human trafficking activities on transit;
- Updates the funding plans of six projects, amends one new project into the TIP and deletes an existing project to reflect changes in the Transit Capital Priorities (TCP) Program;
- Amends four other new exempt, individually-listed projects and one new grouped listing, totaling \$103 million, into the TIP; and
- Archives five projects as they have been completed or all federal funds for the project have been obligated.

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 #: 20-0436 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 2/27/2020 **In control:** Programming and Allocations Committee

On agenda: 5/13/2020 **Final action:**

Title: MTC Resolution No. 4377, Revised. An amendment to the Regional State Transit Assistance (STA) Program to add \$75,000 for temporary transit support staff.

Sponsors:

Indexes:

Code sections:

Attachments: [2e 20-0436 Reso-4377 STA Program Amendment.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4377, Revised. An amendment to the Regional State Transit Assistance (STA) Program to add \$75,000 for temporary transit support staff.

Presenter:
Cheryl Chi

Recommended Action:
Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2020

Agenda Item 2e - 20-0436

MTC Resolution No. 4377, Revised

Subject: An amendment to the Regional State Transit Assistance (STA) Program to add \$75,000 for temporary transit support staff.

Background: As the Regional Transportation Planning Agency for the nine county Bay Area, MTC is responsible for the allocation of STA funds. STA funds are derived from a sales tax on diesel and split evenly at the state level into a population-based account and a revenue-based account. MTC Resolution No. 4321 establishes the policy framework for the STA population-based funds (70% by County Block Grant formula, 30% to a Regional Program, and a small off the top set aside for a Transit Emergency Service Contingency Fund).

This item recommends directing \$75,000 from the Regional Program for temporary staff to help with the increased workload as a result of projects such as the Fare Integration Study and COVID-19 related transit planning efforts.

The addition of funding in the FY 2019-20 agency budget for temporary staffing to support transit projects was approved at the March Commission meeting. Staff will return in June to propose the program of projects for FY 2020-21, including continued funding for transit project support staff.

Issues: None

Recommendation: Staff requests the Commission approve MTC Resolution No. 4377, Revised

Attachments: MTC Resolution No. 4377, Revised



Therese W. McMillan

Date: June 26, 2019
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC
Revised: 03/25/20-C
05/27/20-C

ABSTRACT

Resolution No. 4377, Revised

This resolution establishes the FY 2019-20 program for the MTC State Transit Assistance (STA) Regional Coordination Program funds.

The resolution includes the following attachments:

Attachment A – FY 2019-20 STA Regional Coordination Program

Attachment B – Project Descriptions

This resolution was revised on March 25, 2020 to add funds for Clipper.

This resolution was revised on May 27, 2020 to add funds for temporary staffing support.

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 12, 2019, March 11, 2020 and May 13, 2020.

Date: June 26, 2019
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC

RE: FY 2019-20 MTC Regional Coordination Program for State Transit Assistance (STA) Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4377

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

WHEREAS, the State Transit Assistance (STA) fund is created pursuant to Public Utilities Code § 99310 et seq., and

WHEREAS, Public Utilities Code § 99313 provides for the allocation by the Controller of State Transit Assistance (STA) funds to MTC based on the ratio of the population of the area under MTC's jurisdiction to the total population of the State of California; and

WHEREAS, in accordance with Public Utilities Code § 99316(a) MTC has created the State Transit Assistance fund with Alameda County for deposit of STA funds received from the State Controller; and

WHEREAS, Public Utilities Code § 99313.6(d) provides that MTC is an eligible claimant for such population-based STA funds for projects to achieve regional transit coordination objectives; and

WHEREAS, MTC has adopted a Transit Coordination Implementation Plan pursuant to Government Code Section 66516.5 which identifies a number of projects to be implemented by MTC and the region's transit agencies to improve coordination of services; and

WHEREAS, the projects listed in Attachment A to this resolution, attached hereto, and incorporated herein as though set forth at length, are consistent with the STA Population-Based Consolidated policy established in MTC Resolution No. 4321; and

WHEREAS, MTC has provided information about the programming of STA funds for projects in FY 2019-20 as shown in Attachment B to this resolution, attached hereto, and incorporated herein as though set forth at length; and

WHEREAS, the implementation of the projects and purposes listed in Attachment B comply with the requirements of the California Environmental Quality Act, Public Resources Code § 21000 et seq., and the State EIR Guidelines (14 Cal. Code of Regs. § 15000 et seq.); and

WHEREAS, MTC has complied with the applicable rules and regulations for an allocation of STA funds under 21 Cal. Code of Regs. § 6730 et seq.; now, therefore, be it

RESOLVED, that STA funds are programmed by MTC in the amounts and for the purposes that are specified in Attachment A and described in Attachment B to this resolution, attached hereto and made a part of this resolution.

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 on June 26, 2019.

Date: June 26, 2019
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC
Revised: 03/25/20-C
05/27/20-C

Attachment A
MTC Resolution No. 4377
Page 1 of 1

STA Regional Coordination Program Summary FY 2019-20

STA Regional Discretionary Funds ^(note 1)	\$ 44,905,126
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Project Name	Claimant	Amount
Clipper [®]	MTC	\$ 7,700,000
Clipper [®]	GGBHTD	\$ 10,000
Regional Transit Mapping and Wayfinding	MTC	\$ 350,000
Hub Signage	AC Transit	\$ 306,000
Hub Signage	MTC	\$ 20,000
511 Transit	MTC	\$ 350,000
Regional Paratransit Program	CCCTA	\$ 75,000
RTC Program	MTC	\$ 100,000
Means-based Fare Pilot Program	MTC	\$ 8,000,000
Transit Project Support	MTC	\$ 75,000
Transit Projects Contingency	MTC	\$ 200,000
	Total	\$ 17,186,000

Balance after Programming	\$ 27,719,126

Estimated Funds Remaining	\$ 27,719,126
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Notes:

1. This amount is from the FY2020-21 Fund Estimate, MTC Resolution No. 4402, and is comprised of the estimated carryover at the end of FY2018-19 of \$24,638,138 and new revenue of \$20,266,988 for FY2019-20.

Date: June 26, 2019
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC
Revised: 03/25/20-C
05/27/20-C

Attachment B
MTC Resolution No. 4377
Page 1 of 3

STA Regional Coordination Program Description FY 2019-20

STA Regional Coordination Program funds have historically supported MTC's regional operations projects as well as other planning and operational efforts to improve coordination of, and access to, transit services in the Bay Area. The proposed FY 2019-20 STA Regional Coordination Program is approximately \$16.5 million and generally focuses on operating Clipper[®] with \$1.4 million programmed to implement other MTC regional transit projects such as 511 Transit, and Regional Wayfinding consistent with the Commission's Plan Bay Area and other regional planning documents. \$8 million will be held in reserve for the Means-based Transit Fare Pilot Project. More detail about the specific projects and the amount of STA funds programmed to each follows.

Clipper[®]

Programmed to MTC: \$7,700,000

Programmed to GGBHTD: \$ 10,000

Clipper[®] allows transit riders to pay transit fares with a reloadable Clipper[®] smart card. Clipper[®] may be used on most transit systems in the San Francisco Bay Area. MTC's Clipper[®] responsibilities include oversight of a contract with Cubic Transportation Systems, Inc. to design, build, operate and maintain the Clipper[®] system and a number of other contracts related to the implementation and operation of the Clipper[®] system. In FY 2019-20, \$7.7 million of STA will support the \$36.5 million total operating costs. GGBHTD is programmed \$10,000 for assisting in the administration of Federal Transit Administration funds. Any unspent STA funds will be returned to the STA Program to reallocate in future years.

Regional Transit Mapping

Programmed to MTC: \$350,000

As approved at the January 2019 Commission meeting, staff is developing regional mapping and wayfinding prototypes at various scales (regional to local) as well as a digital proof-of-concept which could eventually lead to implementation of regional standardization of information and wayfinding to transit riders and the public. Next spring, staff expects to better understand the costs and propose options for implementation. These funds will be available for potential future phases of work along with past programming of \$540,000 in STA funds in FY 2017-18 and FY 2018-19 that was not needed due to other funds being available. Should these funds not be needed, they will return to the regional program.

Hub Signage

Programmed to AC Transit: \$306,000

Programmed to MTC: \$ 20,000

MTC is committed to maintaining the information in transit information displays (TIDs) at 24 regional transit hubs. MTC has an agreement with AC Transit for them to maintain these displays on behalf of the region. The agreement with AC Transit was recently renewed and it documents the scope of work in exchange for the direct allocation of STA funds. The agreement extends through FY 2021-22 and identifies the anticipated amounts of STA funds that will be made available to AC Transit, subject to Commission programming and allocation actions.

MTC will use STA funds for ongoing operations, maintenance of other hub signage, and transit connectivity projects.

511 Transit

Programmed to MTC: \$350,000

STA funds will be used to supplement federal STP and CMAQ funds for the 511 Transit program. 511 Transit collects, maintains, updates, and distributes region-wide transit service information for the benefit of the traveling public and MTC's transit partners.

Regional Paratransit Program

Programmed to CCCTA: \$75,000

STA funds will support the 'lead agency' for the Regional Paratransit Program. This approach is consistent with the goals of the Transit Coordination and Implementation Plan, which endorses the concept of reimbursement for services provided by a lead agency - currently CCCTA, on behalf of other operators. CCCTA will coordinate paratransit operational activities such as:

- Oversight of the Paratransit Eligibility Program and Regional Eligibility Database, and delivery of the Paratransit Technical Assistance Program through a consultant; and
- Liaison between the Paratransit Technical Coordination Council (PTCC) and MTC, including reporting on the status of activities.

The lead agency will provide progress reports summarizing work performed.

Regional Transit Connections (RTC) Program

Programmed to MTC: \$100,000

The RTC program issues Clipper cards to disabled persons in order to provide discounted transit fares. AC Transit currently administers the program on behalf of the transit operators, but the operators have expressed a desire to have MTC take a greater role in the program's administration. Staff will explore the level of effort needed to provide upgrades and modernization to certain aspects of the RTC Program including upgrading the database and developing an online application portal. An appropriate cost-sharing framework will also be considered. Around \$20,000 will be used to help support immediate changes to the RTC Program.

Regional Means-based Fare Discount Pilot Program

Programmed to MTC: \$8,000,000

In accordance with MTC Resolution 4321, Revised, approximately \$8 million per year may be used for the administrative costs as well as to help offset transit fare revenue loss of the Means-based Fare Program. These funds will be transferred to a separate account and held in reserve to be used toward future costs of the program.

Transit Project Support

Programmed to MTC: \$75,000

MTC staff are experiencing an increased workload as a result of projects such as the Fare Integration Study and COVID-19 related transit planning efforts. Temporary staff will assist with the increased workload and ensure on-going programs are also staffed.

Transit Project Contingency

Programmed to MTC: \$200,000

These funds would be used in the event of unforeseen project needs or operating shortfalls with respect to MTC's regional operations projects such as Clipper®, 511 Transit, Regional Transit Mapping, and mobility management. These funds would also allow MTC to respond to unexpected regional or sub-regional transit planning needs or requests as they arise. Unspent contingency funds will be returned to the STA Program.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0569 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 3/24/2020 **In control:** Programming and Allocations Committee

On agenda: 5/13/2020 **Final action:**

Title: MTC Resolution No. 4381, Revised. An allocation of \$4.1 million in State Transit Assistance funds to AC Transit in FY2019-20 to support transit operations.

Sponsors:

Indexes:

Code sections:

Attachments: [2f 20-0569 Reso-4381 ACTransit Allocation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4381, Revised. An allocation of \$4.1 million in State Transit Assistance funds to AC Transit in FY2019-20 to support transit operations.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2020

Agenda Item 2f - 20-0569

MTC Resolution No. 4381, Revised

- Subject:** Allocation of \$4.1 million in State Transit Assistance (STA) funds to AC Transit in FY 2019-20 to support transit operations
- Background:** As the Regional Transportation Planning Agency for the nine county Bay Area, MTC is responsible for the allocation of STA funds. STA funds are derived from a sales tax on diesel. In January 2020, the FY 2019-20 Fund Estimate was revised to update estimated STA revenue. Based on this update, AC Transit's estimated revenue increased roughly \$4.1 million. They are requesting full allocation of the estimated funds to support their transit operations.
- Issues:** Although actual reductions are unknown at this time, staff expects that STA revenue for FY 2019-20 will be less than originally anticipated due to lower diesel fuel consumption following statewide shelter in place orders. MTC policy is to allow agencies to claim the full amount estimated in the Fund Estimate. A rescission to this allocation and many other STA allocations made during this fiscal year are likely to be necessary. All transit operators have been advised to expect lower than previously projected revenue in the current and next fiscal year. In accordance with statutory requirements, allocations in excess of funds available must be reduced to match available funding. All FY 2019-20 STA operating allocations will be adjusted to reflect actual revenue receipts, if necessary, once the final payment is received from the State, which is anticipated to occur in August 2020.
- Recommendation:** Refer MTC Resolution No. 4381, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 4381, Revised
- Attachment A, List of Allocations



Therese W. McMillan

Date: June 26, 2019
W.I.: 1514
Referred by: PAC
Revised: 07/24/19-C 09/25/19-C
11/20/19-C 12/18/19-C
01/22/20-C 01/22/20-DA
03/25/20-C 04/22/20-DA
05/27/20-C

ABSTRACT

Resolution No. 4381, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2019-20.

This resolution allocates funds to County Connection (CCCTA), MTC, and Santa Clara Valley Transportation Authority (VTA).

On July 24, 2019, Attachment A was revised to allocate funds to AC Transit, Eastern Contra County Transit District (ECCTA, aka Tri Delta Transit), Livermore Amador Valley Transit Authority (LAVTA), San Francisco Municipal Transportation Agency (SFMTA), Sonoma County Transit, and WestCAT (WCCTA).

On September 25, 2019, Attachment A was revised to allocate funds to Golden Gate Bridge, Highway, and Transportation District (Golden Gate), Napa Valley Transportation Authority (NVTa), Solano County Transit (SolTrans), and Solano Transportation Authority.

On November 20, 2019, Attachment A was revised to allocate funds to AC Transit, Golden Gate, LAVTA, Marin Transit, Santa Rosa, and Sonoma County, and Tri Delta Transit. Funds are being rescinded from County Connection and VTA.

On December 18, 2019, Attachment A was revised to allocate funds to SamTrans.

On January 22, 2020, Attachment A was revised to allocate funds to the Bay Area Rapid Transit District (BART) and rescind funds from VTA. The resolution was further revised by Delegated Authority on January 22, 2020 to rescind Revenue-based funds from SamTrans and SFMTA due to a reduction of estimated funds.

On March 25, 2020, Attachment A was revised to allocate funds to MTC.

On April 22, 2020, Attachment A was revised to rescind funds from Solano Transportation Authority and Soltrans.

ABSTRACT

MTC Resolution No. 4381, Revised

Page 2

On May 27, 2020, Attachment A was revised to allocate funds to AC Transit.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 12, 2019, July 10, 2019, September 4, 2019, November 13, 2019, December 11, 2019, January 8, 2020, March 11, 2020, and May 13, 2020.

Date: June 26, 2019
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2019-20 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4381

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 2019-20 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 2019-20 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 4355, 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

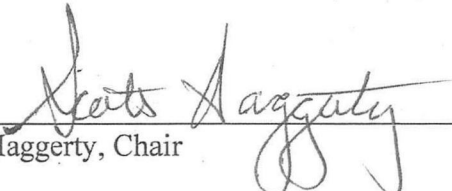
RESOLVED, that MTC approves the allocation of fiscal year 2019-20 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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



Scott Haggerty, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 26, 2019.

Date: June 26, 2019
 Referred by: PAC
 Revised: 07/24/19-C 09/25/19-C
 11/20/19-C 12/18/19-C
 01/22/20-C 01/22/20-DA
 03/25/20-C 04/22/20-DA
 05/27/20-C

Attachment A
 MTC Resolution No. 4381
 Page 1 of 2

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS DURING FISCAL YEAR 2019-20

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
5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties					
Soltrans	Transit Operations	1,057,109	16	09/25/19	Solano County
Soltrans	Transit Operations	(498,977)	16	04/22/20	Solano County
	Subtotal	558,132			
5820 - 6730A Operations - Population-based Lifeline					
AC Transit	Cycle 5: Preserve service in CoC	1,109,174	05	07/24/19	Alameda County
	Subtotal	1,109,174			
5820 - 6730A Operating Costs - Revenue-based					
VTA	Transit Operations	32,900,898	01	06/26/19	VTA
AC Transit	Transit Operations	20,253,875	06	07/24/19	AC Transit
WCCTA	Transit Operations	2,601,185	07	07/24/19	BART
SFMTA	Transit Operations	64,970,651	08	07/24/19	SFMTA
ECCTA	Transit Operations	2,802,042	09	07/24/19	BART
GGBHTD	Transit Operations	8,291,789	17	09/25/19	GGBHTD
SamTrans	Transit Operations	9,149,033	23	12/18/19	SamTrans
SamTrans	Transit Operations	5,327,497	24	12/18/19	Caltrain
BART	Transit Operations	33,543,538	25	01/22/20	BART
VTA	Transit Operations	(9,666,856)	01	01/22/20	VTA
SFMTA	Transit Operations	(1,343,127)	08	01/22/20-DA	SFMTA
SamTrans	Transit Operations	(667,724)	24	01/22/20-DA	Caltrain
AC Transit	Transit Operations	4,095,985	06	05/27/20	AC Transit
	Subtotal	172,258,786			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper Operations	7,100,000	02	06/26/19	MTC
MTC	Clipper Operations	600,000	02	03/25/20	MTC
MTC	Means-based Fare Pilot	1,500,000	29	03/25/20	Means-based
	Subtotal	9,200,000			

5820 - 6730A Operating Costs - County Block Grant

CCCTA	Transit Operations	5,513,876	03	06/26/19	Contra Costa County
AC Transit	Transit Operations	5,331,184	10	07/24/19	Alameda County
AC Transit	Transit Operations	1,517,019	11	07/24/19	Contra Costa County
LAVTA	Transit Operations	1,834,900	12	07/24/19	Alameda County
Sonoma County	Transit Operations	2,133,337	13	07/24/19	Sonoma County
ECCTA	Transit Operations	3,167,597	14	07/24/19	Contra Costa County
SFMTA	Transit Operations	1,603,814	15	07/24/19	San Francisco County
NVTA	Transit Operations	1,928,357	18	09/25/19	Napa County
CCCTA	Transit Operations	(533,329)	03	11/20/19	Contra Costa County
AC Transit	Transit Operations	13,209	10	11/20/19	Alameda County
AC Transit	Transit Operations	3,387	11	11/20/19	Contra Costa County
LAVTA	Transit Operations	4,391	12	11/20/19	Alameda County
Sonoma County	Transit Operations	387,964	13	11/20/19	Sonoma County
ECCTA	Transit Operations	7,071	14	11/20/19	Contra Costa County
Marin Transit	Transit Operations	1,045,059	20	11/20/19	Marin County
GGBHTD	Transit Operations	1,559,474	21	11/20/19	Marin County
Santa Rosa	Transit Operations	2,102,652	22	11/20/19	Sonoma County
BART	Elevator Attendant Program	1,300,000	27	01/22/20	San Francisco County
Subtotal		28,919,962			

5822 - 6731C Paratransit - Operating - County Block Grant

VTa	Transit Operations	7,414,416	04	06/26/19	Santa Clara County
VTa	Transit Operations	(600,000)	04	11/20/19	Santa Clara County
SamTrans	Transit Operations	1,407,983	28	12/18/19	San Mateo County
Subtotal		6,814,416			

5828 - 6731B Planning and Admin - Population-based Small Operator/Northern Counties

Solano TA	Planning and Admin	1,461,293	19	09/25/19	Solano County
Solano TA	Planning and Admin	(920,406)	19	04/22/20	Solano County
Subtotal		540,887			

5821 - 6730B Capital Costs - Revenue-based

SamTrans	Transit Capital	4,477,945	26	12/18/19	Caltrain
Subtotal		4,477,945			

TOTAL 223,879,302



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-0693	Version:	1	Name:	
Type:	Resolution	Status:		Consent	
File created:	4/20/2020	In control:		Programming and Allocations Committee	
On agenda:	5/13/2020	Final action:			
Title:	MTC Resolution No. 4403. Revision of MTC's 2021 Regional Active Transportation Program (ATP) Guidelines: Application Deadline & Program Schedule.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2g 20-0693 Reso-4403 ATP Consolidated.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4403. Revision of MTC's 2021 Regional Active Transportation Program (ATP) Guidelines: Application Deadline & Program Schedule.

Presenter:

Karl Anderson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2020

Agenda Item 2g - 20-0693

Resolution No. 4403, Revised

Subject: Revision of MTC's 2021 Regional Active Transportation Program (ATP) Guidelines: Application Deadline & Program Schedule

Background: The State established the Active Transportation Program (ATP) in September 2013. Forty percent of the ATP funding is distributed to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization ("Regional ATP").

MTC is responsible for developing the guidelines for the Regional ATP, and for recommending proposed projects to the California Transportation Commission (CTC) for adoption. In February, MTC adopted Resolution No. 4403, establishing MTC's policies, procedures, and project selection criteria for the Cycle 5 Regional ATP. Roughly \$37 million in new funding is available for MTC to program as part of the regional ATP over four years, FY 2021-22 through FY 2024-25.

MTC Guidelines – Proposed Schedule Changes

MTC's Regional ATP Guidelines are based on the CTC's Statewide ATP Guidelines. In response to Executive Order N-33-20, the COVID-19 State of Emergency, the CTC delayed the ATP Cycle 5 statewide component application due date and subsequent programming milestones at its special meeting on April 29. The CTC approved an approximate three-month delay to all phases of the 2021 ATP, including application deadline, evaluation, staff recommendation posting, and program adoption.

MTC staff recommends revising MTC's 2021 Regional ATP Guidelines to align the regional component schedule with the Statewide program. The additional time should ease various hardships agencies are facing during the State of Emergency, and allow agencies to complete their applications.

The revised schedule for the Cycle 5 ATP is listed below, with original dates in ~~strikeout~~ and new dates in **bold**:

Milestone	Statewide ATP	MTC Regional ATP
Quick-Build Pilot Program Due Date	June 15, 2020 July 15, 2020	N/A
Application Due Date (All others)	June 15, 2020 September 15, 2020	June 15, 2020 September 15, 2020
Quick-Build Pilot Recommendations	November 16, 2020 September 15, 2020	N/A
Staff Recommendations	November 16, 2020 February 15, 2021	January 6, 2021 March 31, 2021
MTC Adoption	N/A	January 27, 2021 April 28, 2021
CTC Approval	December 2, 2020 March 15, 2021	March 15, 2021 June 2021

Schedule

Staff will notify potential applicants of the revised application deadline and the CTC of MTC's revised Regional ATP Guidelines. After applications are received on September 15, 2020, staff will complete the evaluation process and will recommend programming of projects from the Regional ATP in April 2021, via an amendment to MTC Resolution No. 4403, Revised.

Issues: None.

Recommendation: 1) Refer MTC Resolution No. 4403, Revised to the Commission for approval; and 2) direct staff to notify the California Transportation Commission of MTC's revised Regional ATP Guidelines.

Attachments: MTC Resolution No. 4403, Revised – Attachment A



Therese W. McMillan

Date: February 26, 2020
W.I.: 1515
Referred by: PAC
Revised: 05/27/20-C

ABSTRACT

Resolution No. 4403, Revised

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 5 Guidelines for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 99 and Assembly Bill 101.

This resolution includes the following attachments:

Attachment A – Guidelines: Policies, Procedures, and Project Selection Criteria

Attachment B – 2021 Regional ATP Program of Projects

This resolution was revised by Commission action on May 27, 2020, to update Attachment A with the revised application deadline and programming milestones in response to Executive Order N-33-20, the COVID-19 State of Emergency.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated February 12, 2020 and May 13, 2020.

Date: February 26, 2020
W.I.: 1515
Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP) Cycle 5 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4403

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

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

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

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

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

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

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

WHEREAS, MTC has developed, in cooperation with CTC, Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, guidelines to be used in the development of the ATP; and

WHEREAS, a multi-disciplinary advisory group evaluates and recommends candidate ATP projects for MTC inclusion in the Active Transportation Program of Projects; and

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

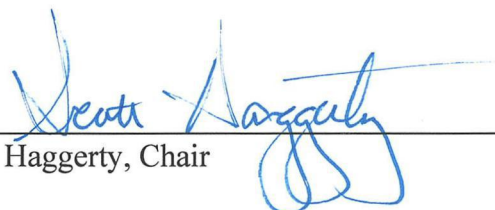
RESOLVED, that MTC approves the guidelines to be used in the evaluation of candidate projects for inclusion in the ATP, as set forth in Attachment A of this resolution, and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



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, on February 26, 2020.

Date: February 26, 2020
W.I.: 1515
Referred by: PAC
Revised: 05/27/20-C

Attachment A
Resolution No. 4403
Page 1 of 14

2021 Regional Active Transportation Program (ATP)

Cycle 5

Guidelines

**February 26, 2020
Revised: May 27, 2020**

**MTC Resolution No. 4403
Attachment A**

**Metropolitan Transportation Commission
Programming and Allocations Section
<http://mtc.ca.gov/our-work/fund-invest>**

Date: February 26, 2020
W.I.: 1515
Referred by: PAC
Revised: 05/27/20-C

Attachment A
Resolution No. 4403
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**2021 Regional Active Transportation Program (ATP) Cycle 5
Guidelines
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2021 Regional Active Transportation Program Cycle 5 Guidelines

Background

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

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

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

The California Transportation Commission (CTC) developed guidelines for the Cycle 5 ATP and approved them on March 25, 2020. The CTC Guidelines lay out the programming policies, procedures, and project selection criteria for the statewide competitive program, as well as for the small urban/rural and large MPO regional competitive programs. Large MPOs, such as MTC, have the option of developing regional policies, procedures, and project selection criteria that differ from those adopted by CTC, provided CTC approves the regional guidelines.

This document serves as MTC’s Cycle 5 Regional ATP Guidelines that substantially follow those of the CTC, but include some differences based on the region’s existing policies and priorities. MTC adopted these Guidelines for the MTC Regional Active Transportation Program on February 26, 2020 and approved by the CTC on March 25, 2020.

Development Principles

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

- MTC will work with CTC staff, Caltrans, Bay Area County Transportation Agencies (CTAs), transit operators, regional Active Transportation Working Group, and interested stakeholders to develop the Regional Active Transportation Program.
- ATP investments must advance the objectives of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy.
- MTC will exceed the State’s 25% minimum programming requirement to projects benefiting disadvantaged communities.
- MTC will continue to work with Caltrans, CTAs, transit operators, and project sponsors to seek efficiencies and streamlining for delivering projects in the federal-aid process.
- MTC will continue to advocate that all project savings and un-programmed balances remain within the ATP program rather than redirected to the State Highway Account, and specifically that savings

and balances in the 40% Large MPO programs remain within the regional programs, consistent with federal guidance on the Transportation Alternative Program (TAP).

- MTC will not penalize project applicants for previous project delivery issues outside of the sponsor's control.

CTC Guidelines

The CTC adopted the Statewide ATP Guidelines on March 25, 2020, and are available at <https://catc.ca.gov/programs/active-transportation-program>. The approved CTC Guidelines for the Active Transportation Program, as posted on the CTC website, are incorporated in MTC's Regional ATP Guidelines via this reference. All project sponsors are required to follow both the MTC and CTC ATP Guidelines in the development and implementation of the Regional ATP.

ATP Development Schedule

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

ATP Regional Shares

Appendix A-2 of this guidance provides the MTC regional shares for Cycle 5 of ATP funding (FY 2021-22 through FY 2024-25), consistent with the ATP Fund Estimate approved by the CTC on March 25, 2020. Appendix A-2 also includes the State's 25% minimum programming requirement to projects benefiting disadvantaged communities.

Public Involvement Process

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

ATP Projects in the Transportation Improvement Program (TIP)

Consistent with state and federal requirements, ATP funded projects must be programmed in the TIP before seeking a CTC allocation. Selected projects must complete and submit a Fund Management System (FMS) application by June 1, 2021, to be included in the TIP. In addition, MTC requires that a federal Request for Authorization (RFA) be submitted simultaneously with the ATP allocation request to Caltrans and CTC when the ATP project includes federal funds. Unless a state-only funding exception is granted, ATP funds will contain federal funds. Therefore, projects must receive a CTC allocation and a federal authorization to proceed before the expenditure of eligible costs or advertisement of contract award.

Deviations from Statewide Policies

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

1. Application Process and Additional Regional Screening/Evaluation Criteria

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

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

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

Definition

The MTC region has already adopted a measure to define Disadvantaged Communities (DACs) known as "Communities of Concern". MTC updated the Communities of Concern (COCs) definition in January 2016 as a part of the *Plan Bay Area 2040* Equity Framework. To meet the State's 25% DAC minimum requirement in the Regional ATP, MTC elects to use MTC's COC definition.

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

Disadvantage Factor	% of Regional Population	Concentration Threshold
1. Minority Population	58%	70%
2. Low Income (<200% of Poverty) Population	25%	30%
3. Limited English Proficiency Population	9%	20%
4. Zero-Vehicle Households	10%	10%
5. Seniors 75 Years and Over	6%	10%
6. People with Disability	9%	25%
7. Single-Parent Families	14%	20%
8. Severely Rent-Burdened Households	11%	15%

Based on this definition, 22% of the region's population is located in Communities of Concern. MTC's Communities of Concern definition of Disadvantaged Communities meets the State's legislative intent and has already been in use in the MTC region for planning and programming purposes.

Additional discussion of the Communities of Concern definition and methodology are included in the *Plan Bay Area 2040* Equity Analysis Report, available online at <https://www.planbayarea.org/2040-plan/plan-details/equity-analysis>. Information regarding the 2016 update is available online at <https://mtc.legistar.com/View.ashx?M=F&ID=4216456&GUID=42E0CBF3-9490-4A6D-A6A6-B04003451057>. The last link also includes a static map of the COC locations. An interactive online map is available at <https://arcg.is/1aeHq>.

Community-Based Transportation Plans (CBTPs)

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

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

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

Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan

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

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

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

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

3. Match Requirement

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

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

4. Large Funding Requests

MTC intends to fund a variety of projects across the region. If an ATP application request is larger than \$10 million, the applicant must provide evidence that the project can be scaled or segmented and can deliver commensurate benefits. A smaller segment of the project may be selected for funding if there is not enough funding available for the full request. The applicant will provide an explanation of scalability in the supplemental regional application. MTC will not consider an application requesting more than \$10 million scalability explanation.

5. Contingency Project List

MTC will adopt a list of projects for programming the Regional ATP that is financially constrained against the amount of ATP funding available (as identified in the approved ATP Fund Estimate). In addition, MTC will include a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 5 Regional ATP. This list will ensure that MTC will fully program all regional ATP funds and that no ATP funds are lost to the region. The contingency list is valid until the adoption of the next ATP Cycle.

Application Process

Project Application

Upon CTC's concurrence of MTC's Regional ATP Guidelines, MTC will issue a call for projects for the Regional Active Transportation Program. Project sponsors must complete an application for

each project proposed for funding in the ATP, consisting of the items included in Appendix A-3 of this guidance. Project sponsors must use the Project Programming Request (PPR) forms provided by Caltrans for all projects. The PPR must be submitted electronically in Microsoft Excel format for upload into the regional and statewide databases. All application materials, in the form of 3 hard copies and 1 electronic copy must be received by MTC or postmarked no later than September 15, 2020, to be considered.

Additional Project Screening Criteria, Including Readiness

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

- A. Prohibition of Multiple Phases in the Same Year.** Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right of way or construction. Therefore, projects may not have more than one phase programmed per fiscal year, except for the design and right of way phases, which may be programmed in the same fiscal year. Exceptions may be made on a case-by-case basis.
- B. Deliverability.** Project sponsors must demonstrate they can meet the delivery timeframe of the Active Transportation Program. Projects that can be delivered (receive a CTC allocation and federal authorization to proceed for federal funds) earlier shall receive priority for funding over other projects. As specified in MTC's Regional Project Delivery Policy (MTC Resolution No. 3606, Revised), sponsors must receive the CTC allocation and receive the federal authorization to proceed (E-76 / federal obligation) for federally funded projects by January 31 of the programmed fiscal year. There are no extensions to these regional delivery deadlines.
- C. One Bay Area Grant (OBAG) 2 Requirements.**
 - a. Consistency with OBAG 2 Housing Element Requirement. Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016, to be eligible to receive ATP funding. Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving ATP funding must comply with this requirement during the entire ATP funding period or risk deprogramming of ATP funding.
 - b. Consistency with OBAG 2 Complete Streets Policy. Complete Streets are an essential part of promoting active transportation. To that end, project sponsors must supply documentation that the jurisdiction(s) in which the project is located meets the OBAG Complete Streets Policy by September 15, 2020. The policy may be met by the jurisdiction, either having updated the General Plan after January 1, 2010, to be consistent with the Complete Streets Act of 2008 or adopting a complete streets policy

resolution incorporating MTC's complete streets requirements. For further information regarding MTC's OBAG Complete Streets Policy, refer to the OBAG 2 website at <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>. A sample complete streets policy resolution is available at http://mtc.ca.gov/sites/default/files/OBAG_2_Reso_Guidance_Final.pdf

D. Transit Agency Coordination. Applicants must demonstrate coordination with affected transit agencies in the supplemental regional application. Evidence of coordination should be in the form of a support letter or other discussion showing coordination with affected transit operators. Projects that do not impact transit operations should indicate "no impact." Otherwise, an application may be disqualified based on a lack of coordination with affected transit operators.

Additional Project Evaluation Criteria

MTC will use the CTC project evaluation criteria as outlined in the CTC Guidelines, with additional points and criteria for the Regional Active Transportation Program. The additional criteria and point values are:

- **Consistency with Regional Priorities and Planning Efforts. (0 to 7 points)**
Applicants shall describe the project's consistency with previously-approved regional priorities, and how the project supports *Plan Bay Area 2040*. MTC staff will award points for the degree of the proposed project's consistency with regional priorities, such as:
 - Consistency with *Plan Bay Area 2040*'s Healthy and Safe Community goals & Transportation Demand Management strategies.
 - Consistency with MTC's Spare the Air Youth & Safe Routes to School Program, making it safer and easier for students and teachers to walk or bike to school.
 - Bay Trail build-out
 - Regional Bike Network build-out
 - Gap closures in the Regional Bike Network
 - Multi-jurisdictional projects
 - Applications only requesting construction phase funds
 - Demonstration of meeting regional project delivery requirements
 - Prior ATP cycle programming
- **Completion of Approved Environmental Document. (0 or 3 points)**
While the Active Transportation Program may fund pre-construction phases of projects, including the environmental document phase, the region prefers projects which are environmentally cleared in order to promote certainty in project delivery and project scope. Applicants that provide evidence of an approved environmental document consistent with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) will receive additional points. If requesting state-only funding, only CEQA documentation is required. Evidence may be provided by the following methods:
 - Photocopy of the approved environmental document cover and executive summary;
 - Link to the approved environmental document available online;

- Full soft copy of the environmental document provided on the electronic copy of the application;
- Documentation from Caltrans regarding environmental approval; and/or
- Other Council/Board action, such as resolutions and/or Planning Department approval of the environmental document.

This provision does not apply to planning activities or stand-alone non-infrastructure projects, which receive the full points to this criterion regardless of environmental status at the time of application. These projects must still follow any applicable CEQA and NEPA requirements to receive ATP funding.

- **Countywide Plans/Goals Consistency Determination. (0 or -2 point)**
Following the application due date, MTC will share the received applications with the CTAs. The CTAs will review the applications for consistency with adopted countywide transportation plans, active transportation plans, and/or other countywide goals, as applicable. The CTAs will provide MTC a list of projects determined to be inconsistent with countywide plans and/or goals no later than February 1, 2021. Inconsistent projects will receive a 2 point penalty; consistent projects will be held harmless.
- **Deliverability Determination. (0 or -5 points)**
MTC staff will review each application's project delivery schedule for the ability to meet regional deadlines as described in MTC Resolution No. 3606, Revised. Projects that are deemed unable to allocate ATP funds within the four programming years of Cycle 5 (FY 2021-22 through FY 2024-25) shall receive a 5 point penalty. Projects that are deemed able to allocate within the four programming years of Cycle 5 will be held harmless.

Additional Regional Policies

Title VI Compliance

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

MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy

The CTC ATP Guidelines establish timely use of funds and project delivery requirements for ATP projects. Missing critical milestones could result in deletion of the project from the ATP, and a permanent loss of funds to the region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the ATP. While the CTC Guidelines provide some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC is very clear that deadline extensions will be the exception rather than the rule. MTC Resolution No. 3606 details the Regional Project Delivery Policy for regional discretionary funding, which may be more restrictive than the State's delivery policy. All projects in the regional ATP are subject to the Regional Project Delivery Policy (MTC Resolution 3606), including the adoption of a Resolution of Local Support for selected projects by April 1, 2021. For additional information, refer to <http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>.

MTC Resolution No. 3765 Compliance – Complete Streets Checklist

MTC's Resolution No. 3765 requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. The Complete Streets Checklist (also known as "Routine Accommodations Checklist") is available through MTC's website online at <http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning/complete-streets>.

Furthermore, it is encouraged that all bicycle projects programmed in the ATP support the Regional Bicycle Network and county-wide bicycle plans. Guidance on considering bicycle transportation can be found in MTC's 2009 Regional Bicycle Plan (a component of Transportation 2035) and Caltrans Deputy Directive 64. MTC's Regional Bicycle Plan, containing federal, state, and regional policies for accommodating bicycles and non-motorized travel, is available on MTC's Web site at:

<http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning>.

METROPOLITAN TRANSPORTATION COMMISSION (MTC) 2021 Regional Active Transportation Program (rATP) Cycle 5 Appendix A-1: ATP Development Schedule (Subject to Change) May 13, 2020	
January 2020	CTC released draft ATP Guidelines
January 2020	Draft Regional ATP Guidelines presented to Working Groups
February 12, 2020	MTC Programming and Allocations Committee (PAC) review and recommendation of final Regional ATP Guidelines
February 26, 2020	MTC Commission adoption of Regional ATP Guidelines MTC submits adopted Regional ATP Guidelines to CTC for consideration
March 25, 2020	CTC adoption of State ATP Guidelines CTC adoption of MTC's Regional ATP Guidelines
March 26, 2020	CTC released ATP Call for Projects for Statewide Competitive Program MTC released ATP Call for Projects for Regional Program
June 15, 2020 July 15, 2020	State Quick-build Pilot Program Applications Due to CTC (Statewide Program)
June 15, 2020 September 15, 2020	State ATP Applications Due to CTC (Statewide Program) Regional ATP Applications Due to MTC (Regional Program)
September 15, 2020	CTC releases staff recommendation for ATP Statewide Quick-build Pilot Program
December 2, 2020	ATP Statewide Quick-build Pilot Program Adoption: CTC scheduled to adopt the statewide quick-build pilot program
October 31, 2020 February 15, 2021	CTC releases staff recommendation for ATP Statewide Competitive Program
December 2, 2020 March, 2021	ATP Statewide Program Adoption: CTC scheduled to adopt the statewide program and transmit unsuccessful projects to the Regions for consideration
December 16, 2020 March 31, 2021	MTC releases staff recommendation for ATP Regional Program
January 2021 April 2021	Working Group discussions of staff recommendations
January 13, 2021 April 13, 2021	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of final ATP Regional Program
January 27, 2021 April 28, 2021	ATP Regional Program Adoption: MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
April 1, 2021 June 1, 2021	TIP Amendment Deadline: Successful ATP project sponsors to submit 2021 TIP Amendment, including Resolution of Local Support
March 15, 2021 June 2021	CTC Approval of ATP Regional Program
January 31, 2022	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2021-22
January 31, 2023	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2022-23
January 31, 2024	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2023-24
January 31, 2025	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2024-25

Shaded Area – Actions by State, CTC or Caltrans

Metropolitan Transportation Commission (MTC) 2021 Regional Active Transportation Program (ATP) Cycle 5

Based on CTC ATP Fund Estimate adopted on 3/25/2020

Appendix A-2: MTC ATP Regional Share Targets

Cycle 5 Program - FY 2021-22 through FY 2024-25

ATP Regional Share

All numbers in thousands

Fund Source	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	Total
Federal STBG (TAP)			\$5,484	\$5,484	\$10,969
Federal Other			\$1,907	\$1,907	\$3,815
State	\$8,045	\$8,045			\$16,090
SB1			\$3,066	\$3,066	\$6,132
Total ATP Regional Share	\$8,045	\$8,045	\$10,458	\$10,458	\$37,005

State's 25% Disadvantaged Communities Minimum Requirement

Classification	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	Total
25% - Benefiting Disadvantaged Communities	\$2,011	\$2,011	\$2,614	\$2,614	\$9,251
75% - Anywhere in the Region	\$6,034	\$6,034	\$7,843	\$7,843	\$27,754
Total ATP Regional Share	\$8,045	\$8,045	\$10,458	\$10,458	\$37,005

METROPOLITAN TRANSPORTATION COMMISSION (MTC)
2021 Regional Active Transportation Program (ATP) Cycle 5

Appendix A-3: Regional ATP Project Application

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

1. Cover letter on Agency letterhead signed by the applicant's Chief Executive Officer or other officer authorized by the applicant's governing board
 - a. If the proposed project is implemented by an agency other than the project sponsor, documentation of the agreement between the two entities must be included
 - b. If proposing matching funds, the letter should include confirmation that these matching funds are available for the proposed project
2. Project application forms
 - a. Statewide ATP Application Form, available at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5>
 - b. Regional ATP Supplemental Application Form, available at <http://mtc.ca.gov/atp>, including back-up documentation, as applicable, such as:
 - i. Community of Concern benefit evidence
 - ii. Scalability plan for applications requesting more than \$10 million.
 - iii. Environmental Documentation certification evidence (CEQA and NEPA, if requesting federal funds)
 - iv. OBAG 2 Complete Streets Policy and Housing Element compliance
 - v. Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan evidence
 - vi. Community-Based Transportation Plan evidence
 - vii. Transit Agency Coordination evidence
3. Project Programming Request (PPR) form
 - a. Available at: <https://dot.ca.gov/programs/transportation-programming/office-of-capital-improvement-programming-ocip>
4. Complete Streets Checklist
 - a. Available at: <http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning/complete-streets>
 - b. Not necessary for Planning or Non-Infrastructure projects.

Note: Selected projects are also required to provide a Resolution of Local Support for the project no later than June 1, 2021.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0533 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 3/6/2020 **In control:** Programming and Allocations Committee
On agenda: 5/13/2020 **Final action:**
Title: MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letters of No Prejudice to Alameda County Transportation Commission (ACTC) for the 7th Street Grade Separation Project; and the I-680/SR-84 Interchange Reconstruction and SR-84 Expressway Widening Project.

Sponsors:

Indexes:

Code sections:

Attachments: [2h 20-0533 Reso-4412 RM3 LONP ACTC.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letters of No Prejudice to Alameda County Transportation Commission (ACTC) for the 7th Street Grade Separation Project; and the I-680/SR-84 Interchange Reconstruction and SR-84 Expressway Widening Project.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2020

Agenda Item 2h – 20-0533

MTC Resolution No. 4412, Revised

Subject: Regional Measure 3 (RM3) Letters of No Prejudice to Alameda County Transportation Commission (ACTC) for the 7th Street Grade Separation Project; and I-680/SR-84 Interchange Reconstruction and SR-84 Expressway Widening Project.

Background: **Regional Measure 3 Letters of No Prejudice (LONP)**
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. The first dollar of the toll increase was implemented on January 1, 2019. RM3 is under litigation and collected RM3 revenue is being held in an escrow account. No allocations of RM3 funds are anticipated until and unless litigation is resolved in favor of RM3. In December 2019, MTC approved a Letter of No Prejudice (LONP) process as part of the overall RM3 Policies and Procedures to allow project sponsors to move projects forward with alternate funds, at-risk, while maintaining RM3 eligibility if and when RM3 funds are available.

Through MTC Resolution No. 4412, the Commission may approve specific RM3 LONPs, at the request of project sponsors, and following the RM3 Policies and Procedures. Details on each LONP request specifying the amount and scope for which RM3 eligibility will be preserved will be included in the attachments to the resolution.

7th Street Grade Separation (East) Project

The Alameda County Transportation Commission (ACTC) has submitted an RM3 LONP request for \$55 million for construction of the 7th Street Grade Separation (East) project, part of RM3 Project 3: Goods Movement and Mitigation Program. The project will realign and reconstruct the existing substandard railroad underpass between I-880 and Maritime Street. The project is being delivered by ACTC and will be maintained by Union Pacific Railroad, Port of Oakland, and City of Oakland once completed.

On March 26, 2020, the ACTC Commission committed \$80 million of the \$160 million RM3 Goods Movement and Mitigation Program for the GoPort Suite of Projects, which the 7th Street Grade Separation project is part. This action is consistent with MTC's March 25, 2020 action adopting the Goods Movement Programming Framework, including \$80 million committed to the GoPort Suite of Projects. The 7th Street Grade Separation (East) project has \$175 million in Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP) funds. ACTC intends to request allocation of TCEP funds in June 2020. Construction is expected to begin in October 2020, and the project is expected to be complete and in operation by December 2023.

I-680/SR-84 Interchange Reconstruction and SR-84 Expressway Widening

ACTC also submitted an RM3 LONP request for \$85 million for the construction of the I-680/SR-84 Interchange Reconstruction and SR-84 Expressway Widening project, RM3 Project 30. The project will upgrade SR-84 in southern Alameda County from south of Ruby Hill Drive to I-680, construct operational improvements to the I-680/SR-84 Interchange, and extend the existing southbound express lane from SR-84 to north of Koopman Road. Construction is expected to begin in November 2020, and the project is expected to be complete and in operation by September 2023. ACTC will deliver the project and Caltrans will be the owner-operator of the completed facilities.


LONP Funding Source

The RM3 Policies and Procedures require that the project sponsor provides a non-RM3 source of funding to cover the portion that would be covered by RM3 funds, and that a plan be provided in case the RM3 funds never become available. In lieu of RM3 funds at this time, ACTC will use its local option sales tax funds (Measures B and BB) to construct the project. ACTC understands the risk that RM3 funds may never become available.

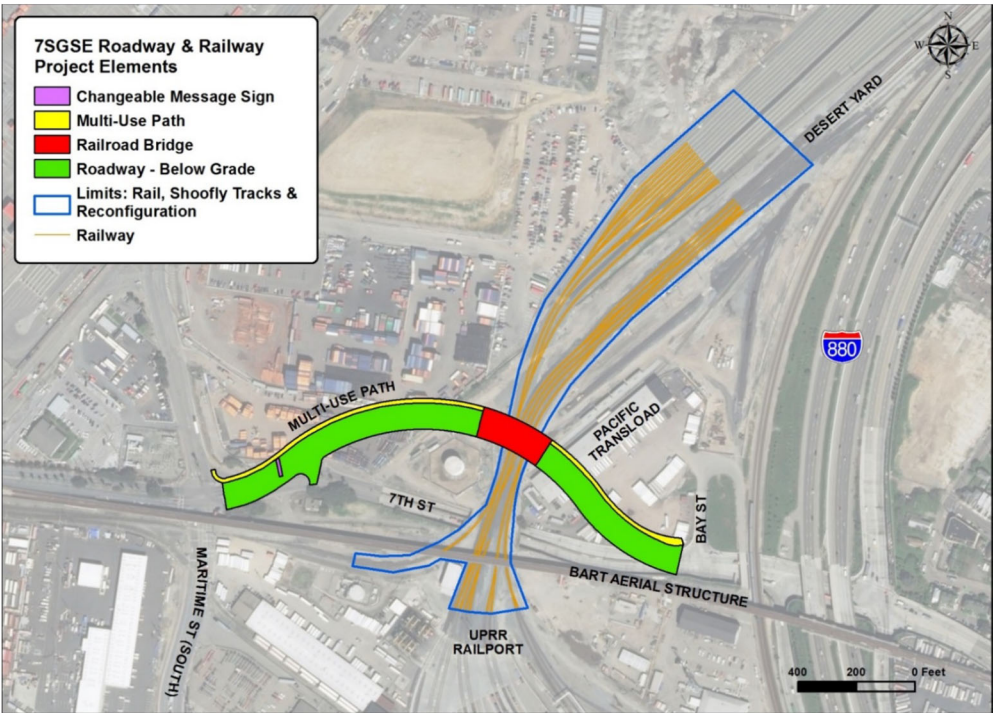
Staff has reviewed the Initial Project Reports and LONP requests and recommend issuing LONPs. Issuing LONPs will preserve the eligibility of activities related to construction of the 7th Street Grade Separation (East) and I-680/SR-84 Interchange Reconstruction and SR-84 Expressway Widening projects occurring after the issuance of the LONP, for future RM3 allocation and reimbursement in the event that RM3 legislation is resolved favorably

An RM3 LONP does not represent a general funding commitment by MTC. In the event RM3 funds do not become available, there is no expectation that MTC or BATA will provide alternate funds.

- Issues:** If the RM3 litigation is not resolved favorably, funds may never become available to reimburse ACTC. ACTC has acknowledged this risk in its agency resolution and MOU.
- Recommendation:** Staff requests that the Commission approve MTC Resolution No. 4412, Revised.
- Attachments:** Attachment A: Project Area Maps
MTC Resolution No. 4412, Revised

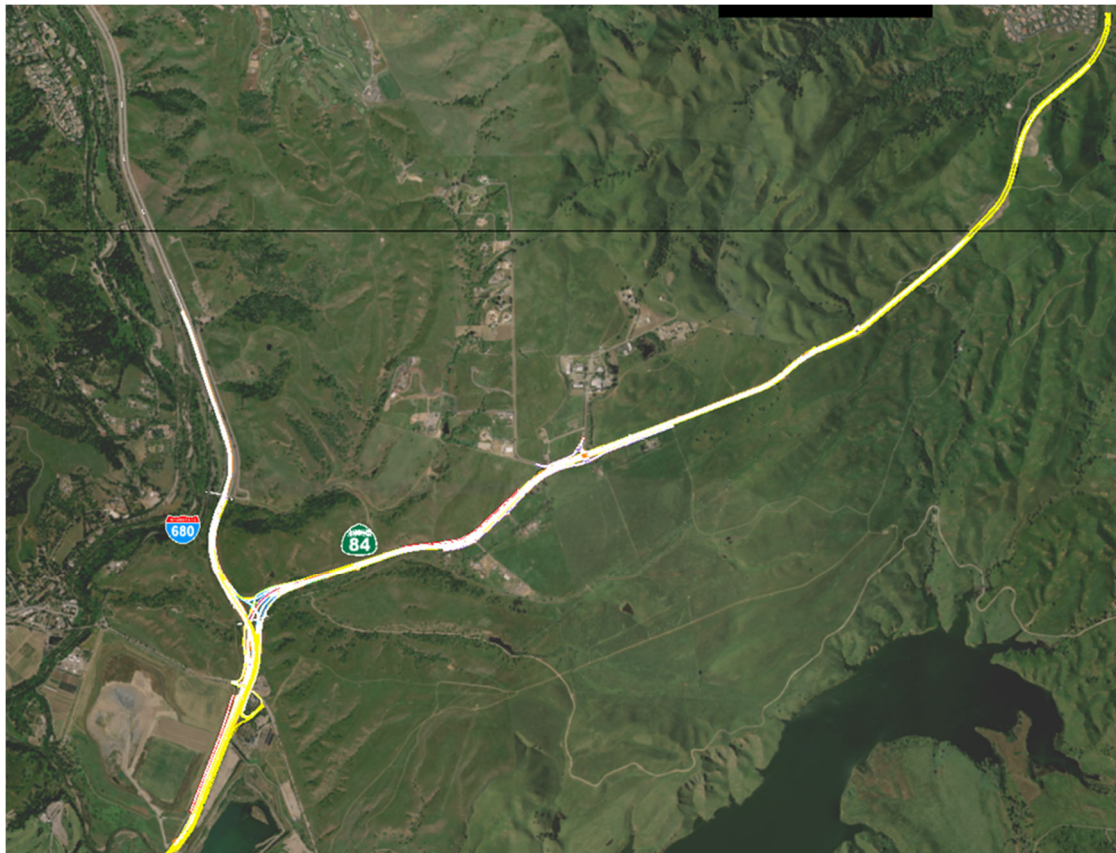
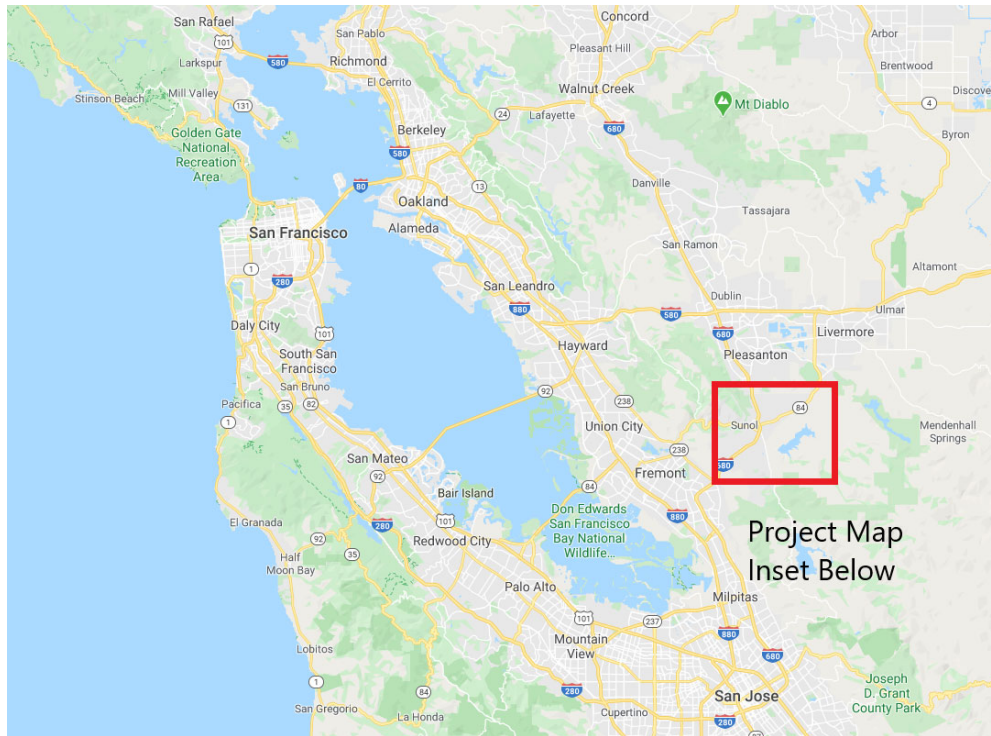

Therese W. McMillan

Attachment A-1
Project Area Map: 7th Street Grade Separation (East) Project



Attachment A-2

Project Area Map: I-680/SR-84 Interchange Reconstruction Project



Project limits highlighted in white and yellow

Date: March 25, 2020
Referred by: PAC
Revised: 05/27/20-C

ABSTRACT

MTC Resolution No. 4412, Revised

This resolution authorizes the Executive Director to issue Letters of No Prejudice for RM3 funds for eligible projects.

This resolution includes the following attachments:

Attachment A – Mission Bay Ferry Landing (WETA) LONP Summary

Attachment B – Goods Movement GoPort 7th Street Grade Separation (Alameda County Transportation Commission (ACTC)) LONP Summary

Attachment C – I-680/SR-84 Interchange Reconstruction and SR-84 Expressway Widening (ACTC) LONP Summary

This resolution was revised by Commission Action on May 27, 2020 to add Attachments B and C, LONP Summaries for two RM3 projects sponsored by the Alameda County Transportation Commission (ACTC).

Additional discussion of this allocation is contained in the Programming and Allocations Committee Summary sheets dated March 11, 2020 and May 13, 2020.

Date: March 25, 2020
W.I.: 1255
Referred by: PAC

Re: Authorization to Issue Letters of No Prejudice for Regional Measure 3 Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4412

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

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

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

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

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

WHEREAS, RM3 establishes the 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 RM3 Policies and Procedures established a process whereby eligible transportation project sponsors may request a Letter of No Prejudice (LONP) for Regional Measure 3 funding; and

WHEREAS, the Attachments to this resolution, attached hereto and incorporated herein as though set forth at length, list the scope, amount, and conditions for which project sponsors have requested an LONP, and the replacement funding source used in place of RM3 funds; and

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

RESOLVED, that MTC approves MTC staff's review of the LONP requests for the projects listed in the Attachments; and be it further

RESOLVED, that MTC authorizes the Executive Director to issue LONPs in accordance with the amount and activities as set forth in the Attachments; and, be it further

RESOLVED, that future allocation and reimbursement with RM3 funds will be conditioned upon successful outcome of RM3 litigation; and, be it further

RESOLVED, that future allocation and reimbursement with RM3 funds will be conditioned upon compliance with the provisions of the RM3 Policies and Procedures as set forth in length in MTC Resolution No. 4404; and be it further

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

RESOLVED, that project sponsors receiving an LONP are responsible for delivering the usable project segment or complete phase with alternate funds before RM3 funds are available, at risk to the project sponsor; and be it further

RESOLVED, that an RM3 LONP does not represent a general funding commitment by MTC; in the event that RM3 funds do not become available, there is no expectation that MTC or BATA will provide alternate funds; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California, on March 25, 2020.



Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

RM3 Project Number	3.1	
Project Title	Goods Movement & Mitigation; Subproject: 7th St. Grade Separation East	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Alameda County Transportation Commission (ACTC)		ACTC
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(3) Goods Movement and Mitigation. Provide funding to reduce truck traffic congestion and mitigate its environmental effects. Eligible projects include, but are not limited to, improvements in the County of Alameda to enable more goods to be shipped by rail, access improvements on Interstate 580, Interstate 80, and Interstate 880, and improved access to the Port of Oakland. The Metropolitan Transportation Commission shall consult and coordinate with the Alameda County Transportation Commission to select projects for the program. Eligible applicants include cities, counties, countywide transportation agencies, rail operators, and the Port of Oakland. The project sponsor is the Metropolitan Transportation Commission and the Alameda County Transportation Commission.	\$160,000	
Sponsor Programming and LONP Request Action		
ACTC's Commission approved ACTC Resolution No. 20-005 on 3/26/2020, approving a \$55,000,000 RM3 LONP request. At the same meeting, ACTC also approved programming \$80,000,000 of the RM3 Goods Movement and Mitigation Program to the GoPort Suite of Projects (which includes the 7th Street Grade Separation project).		
Detailed Project Description		
The 7SGSE Project is one of the three projects included in the GoPort Program. This subproject proposes to realign and reconstruct the existing substandard railroad underpass between I-880 and Maritime Street, to increase clearance for trucks, meet other current geometric and seismic standards, and improve the shared pedestrian/bicycle pathway.		
LONP Phase	LONP Amount (in \$1,000s)	LONP Approval Date
CON	\$55,000	22-Apr-20
Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available		
The LONP preserves future RM3 eligibility for costs related to construction of the 7th Street Grade Separation project incurred after the LONP approval date.		
Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:		
1 If ACTC is successful in securing other grant funding, such as federal INFRA funds, this LONP is subject to cancelation.		



Regional Measure 3

Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

RM3 Project Number	3.1
Project Title	Goods Movement & Mitigation; Subproject: 7th St. Grade Separation East
RM3 Replacement Funding Source	Measure BB, ACTC's Local Option Sales Tax

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	ACTC Measure BB	Yes	\$ 5,400	Aug-01	Oct-18
	ENV Subtotal		\$ 5,400		
PSE	ACTC Measure BB	Yes	\$ 13,620	Oct-18	Mar-20
	SB1- Local Partnership Program	Yes	\$ 7,980		
	PSE Subtotal		\$ 21,600		
ROW	ACTC Measure BB		\$ 54,000	Oct-18	Mar-20
	ROW Subtotal		\$ 54,000		
CON	SB1- Trade Corridor Enhancement Program	Yes	\$ 175,000	Oct-20	Dec-23
	ACTC Measure BB	Yes	\$ 6,000		
	ACTC Measure BB (RM3 replacement)	Yes	\$ 55,000		
	CON Subtotal		\$ 236,000		
Capital Funding Total			\$ 317,000		



Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

RM3 Project Number	30	
Project Title	Interstate 680/State Route 84 Interchange Reconstruction Project	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Alameda County Transportation Commission (ACTC)		ACTC, Caltrans
Legislated Project Description		RM3 Legislated Funding (in \$1,000s)
(30) Interstate 680/State Route 84 Interchange Reconstruction Project. Improve safety and regional and interregional connectivity by conforming State Route 84 to expressway standards between south of Ruby Hill Drive and the Interstate 680 interchange in southern Alameda County and implementing additional improvements to reduce weaving and merging conflicts and help address the additional traffic demand between Interstate 680 and State Route 84.		\$85,000
Sponsor Programming and LONP Request Action		
ACTC's Commission approved ACTC Resolution No. 20-006 on 3/26/2020, approving a \$85,000,000 RM3 LONP request.		
Detailed Project Description		
The Project proposes to upgrade SR-84 in southern Alameda County from south of Ruby Hill Drive to I-680, construct operational improvements to the SR-84/I-680 Interchange, and extend the existing southbound express lane from SR-84 to north of Koopman Road.		
LONP Phase	LONP Amount (in \$1,000s)	LONP Approval Date
CON	\$85,000	22-Apr-20
Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available		
The LONP preserves future RM3 eligibility for costs related to construction of the I-680/SR-84 Interchange Reconstruction project incurred after the LONP approval date.		
Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:		
1	None	



Regional Measure 3

Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

RM3 Project Number	30
Project Title	Interstate 680/State Route 84 Interchange Reconstruction Project
RM3 Replacement Funding Source	Measures B and BB, ACTC's Local Option Sales Taxes

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	ACTC Measure Funds	Yes	\$ 2,816	May-15	May-18
	Tri-Valley Transportation Development Fees	Yes	\$ 2,940		
	ENV Subtotal		\$ 5,756		
PSE	ACTC Measure Funds	Yes	\$ 8,400	Jun-18	Apr-20
	Tri-Valley Council Transportation Fees	Yes	\$ 8,850		
	PSE Subtotal		\$ 17,250		
ROW	ACTC Measure Funds	Yes	\$ 17,350	Jun-18	Apr-20
	Tri-Valley Council Transportation Fees	Yes	\$ 3,150		
	ROW Subtotal		\$ 20,500		
CON	ACTC Measure Funds	Yes	\$ 100,678	Nov-20	Sep-23
	State Transportation Improvement Program	Yes	\$ 11,114		
	SB1- Local Partnership Program	Yes	\$ 3,802		
	ACTC Measure Funds (RM3 replacement)	Yes	\$ 85,000		
	CON Subtotal		\$ 200,594		
Capital Funding Total			\$ 244,100		



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0605 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 4/1/2020 **In control:** Programming and Allocations Committee

On agenda: 5/13/2020 **Final action:**

Title: MTC Resolution No. 4414. Programming for FY2020-21 and an allocation of approximately \$282,000 in Five Percent Unrestricted State Fund Revenues and \$450,000 in Two Percent Bridge Toll Revenues for the San Francisco Bay Trail project.

Sponsors:

Indexes:

Code sections:

Attachments: [2i 20-0605 tmp-4414 SF Bay Trail Programming.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4414. Programming for FY2020-21 and an allocation of approximately \$282,000 in Five Percent Unrestricted State Fund Revenues and \$450,000 in Two Percent Bridge Toll Revenues for the San Francisco Bay Trail project.

Presenter:

Christina Hohorst

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 13, 2020

Agenda Item 2i - 20-0605

MTC Resolution No. 4414

- Subject:** Programming for FY2020-21 and an allocation of approximately \$282,000 in Five Percent Unrestricted State Fund Revenues and \$450,000 in Two Percent Bridge Toll Revenues for the San Francisco Bay Trail project.
- Background:** The Two Percent Bridge Toll Revenues are derived from the transit element of Regional Measure 1 (RM1). The Five Percent Unrestricted State Fund Revenues are state funds derived from a cooperative agreement between the California Department of Transportation, Federal Highway Administration, and the Bay Area Toll Authority (BATA) following state action to “federalize” certain toll bridge projects under BATA’s jurisdiction. The state funds replace the Five Percent Bridge Toll Program funds originally generated from RM1 bridge toll revenues for ferry operations. Programming and allocation policies for both funding sources are outlined in MTC Resolution No. 4015.
- Five Percent Revenues in the amount of \$281,706 are proposed to continue to fund the San Francisco Bay Trail project in FY2020-21. Two Percent Revenues in the amount of \$450,000 are proposed to fund San Francisco Bay Trail program management and capital support. Five Percent Unrestricted State Fund Revenues are subject to approval at the California Transportation Commission.
- Consistent with the MTC Resolution 4015 framework that prioritizes ferry capital projects and the San Francisco Bay Trail for the Five Percent Unrestricted State Fund Revenues, staff will return to the Commission within the next few months with a request for allocation to the Water Emergency Transportation Authority.
- Issues:** None.
- Recommendation:** Refer MTC Resolution No. 4414 to the Commission for approval.
- Attachments:** MTC Resolution No. 4414



Therese W. McMillan

Date: May 27, 2020
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4414

This resolution approves the Five Percent Unrestricted State Fund Revenues and the Two Percent Bridge Toll Revenues program of projects and allocation of funds for FY2020-21. Attachment A to this resolution lists the projects to be funded.

Further discussion is contained in the MTC Programming and Allocations Summary sheet dated May 13, 2020.

Date: May 27, 2020
W.I.: 1514
Referred by: PAC

RE: Programming and Allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in the Fiscal Year 2020-21 to Various Claimants

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4414

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

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

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

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

WHEREAS, the claimants listed on Attachment A have submitted applications to MTC for allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY 2020-21; and

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

RESOLVED, that MTC approves the programming and allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY2020-21 to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

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 on May 27, 2020.

ALLOCATION OF FIVE PERCENT UNRESTRICTED STATE FUND REVENUES AND
TWO PERCENT BRIDGE TOLL REVENUES
FOR FISCAL YEAR 2020-21

Five Percent Unrestricted State Fund Revenues

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
MTC	Bay Trail Project Operations ¹	281,706	01	5/27/2020
Total - Five Percent Unrestricted State Fund Revenues		\$281,706		

Two Percent Bridge Toll Revenues

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
MTC	Bay Trail Project Management and Capital Support	450,000	02	5/27/2020
Total - Two Percent Bridge Toll Revenues		\$450,000		
TOTAL		\$731,706		

¹ Amount reflects adjustment calculated every three years, beginning in FY2011-12, per Bridge Tolls Policy Resolution No. 4015; ABAG's next increase will occur in FY2023-24.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0532 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 3/6/2020 **In control:** Programming and Allocations Committee
On agenda: 5/13/2020 **Final action:**
Title: MTC Resolution No. 4411, Revised. Regional Measure 3: Bay Area Corridor Express Lanes Initial Programming.

A recommendation for initial programming of the Regional Measure 3 (RM3) Bay Area Corridor Express Lanes program category.

Sponsors:

Indexes:

Code sections:

Attachments: [3a 20-0532 Reso-4411 RM3 Express Lanes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4411, Revised. Regional Measure 3: Bay Area Corridor Express Lanes Initial Programming.

A recommendation for initial programming of the Regional Measure 3 (RM3) Bay Area Corridor Express Lanes program category.

Presenter:

Lisa Klein

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2020

Agenda Item 3a – 20-0532

MTC Resolution No. 4411, Revised.

Regional Measure 3: Bay Area Corridor Express Lanes Initial Programming

Subject: A recommendation for initial programming of the Regional Measure 3 (RM3) Bay Area Corridor Express Lanes program category.

Background: Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018. RM3, as authorized by Senate Bill 595 (Beall, 2017), includes a comprehensive traffic relief program of projects funded by toll increases on the seven state-owned toll bridges in the Bay Area. Bay Area Corridor Express Lanes is one of six RM3 programmatic categories subject to further programming by MTC. RM3 provides a total of \$300 million in toll funds for the Bay Area Express Lane Network. MTC is to make the funds available based on performance criteria including benefit-cost and project readiness. As a reminder, RM3 is under litigation and collected RM3 revenue is being held in an escrow account. The Authority's current policy is that no allocations of RM3 funds are anticipated until and unless litigation is resolved in favor of RM3.

Staff recommends initial programming of the RM3 Express Lanes Program in May to align with MTC endorsements for the 2020 Senate Bill 1 (SB1) State Competitive funding program (see Item 4a on this agenda). As detailed in Attachment 1, the recommendation aims to leverage RM3 funding by directing funds strategically to ready, high performing projects to best position the region to secure additional funding through SB1. This recommendation is consistent with the policy principles and specific 2020 programming strategy discussed by the Programming and Allocations Committee in March.

Since that discussion, the COVID-19 pandemic has created uncertainty for project funding, performance, prioritization, and delivery. Based on staff's assessment, the express lanes projects proposed for initial programming are still important investments in a seamless transportation system that can serve the region's travel needs in the future. We also believe the project funding plans and revenues, while strained in the current environment, should be able to continue to support the project implementation.

Issues: Attachment 1 lists the following issues, summarized below.

- 1) The full funding plans for the express lanes projects recommended for initial programming on I-80 in Solano County and I-680 in Alameda County are contingent on future actions by MTC and the California Transportation Commission; in the case of I-680, Federal and State actions are required to complete environmental clearance.

- 2) San Francisco requested SB1 funding for the I-280 HOV Lane project, as described in Item 4a. Since this phase of the project is not an express lane, it is not eligible for RM3 Express Lane Program funds; future express lane phases would be eligible. Santa Clara requested funding for the US-101 Express Lanes, Phase 5 Project; staff is recommending MTC nominate this project for the Solutions for Congested Corridors Program. Since it can be fully funded without RM3, as described under Item 4a, staff is not recommending initial RM3 programming for this project.

Recommendation: Refer MTC Resolution No. 4411, Revised to the Commission for Approval, and prioritize the Alameda I-680 project for \$10 million of SB1 Local Partnership Formulaic Program funds allocated to BATA, subject to future MTC approval.

Attachments:

1. Bay Area Corridor Express Lanes Initial Programming Recommendation
2. MTC Resolution No. 4411, Revised
3. Presentation slides



Therese W. McMillan

Attachment 1
MTC Resolution No.4411
Bay Area Corridor Express Lanes Initial Programming Recommendation

Background

Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018. RM3, as authorized by Senate Bill 595 (Beall, 2017), includes a comprehensive traffic relief program of projects funded by toll increases on the seven state-owned toll bridges in the Bay Area. Bay Area Corridor Express Lanes is a programmatic category subject to further programming by MTC. RM3 provides a total of \$300 million in toll funds. MTC is to make the funds available based on performance criteria including benefit-cost and project readiness.

As a reminder, RM3 is under litigation and collected RM3 revenue is being held in an escrow account. The Authority's current policy is that no allocations of RM3 funds are anticipated until and unless litigation is resolved in favor of RM3.

Recommended Initial Programming

Staff recommends initial programming based on the general principles and specific 2020 strategy outlined below. This approach aims to leverage RM3 funding by directing funds strategically to ready, high performing projects to best position the region to secure additional funding through Senate Bill (SB1). With a total cost to complete the Express Lane Network in excess of \$5 billion, it is critical to leverage RM3 funds with other funds, including state, local and federal sources in order to deliver projects with high benefit-cost performance. In addition, because of the connection with SB1 endorsements, the initial RM3 programming is consistent with MTC's prioritization principles for the SB1 competitive programs, which include providing mobility in key congested corridors and reducing greenhouse gas emissions.

General RM3 Express Lanes Policy Principles

- Projects should be ready-to-go.
- Projects must have strong benefit-cost performance.
- Recipients must agree to follow regionally consistent toll policies established by MTC/BAIFA.

2020 RM3 Express Lanes Program Strategy

- Deliver seamless system to Bay Area commuters sooner.
- Put funds to work; get ready projects fully funded and constructed in each express lanes corridor group.
- Maximize opportunity to secure SB1 funding.
- Meet commitments by making regional funds available when needed.
- Provide that if projects recommended for funding fail to secure funding or meet other requirements required to begin construction as planned, RM3 funds in the initial programming action will be returned to Reserve.

Since that discussion, the COVID-19 pandemic has created uncertainty for project funding, performance, prioritization, and delivery. Among the uncertainties is whether transit use and driving will rebound at the same rate as the economy recovers. Based on staff's assessment, the

express lane projects proposed for initial RM3 programming are still important investments and provide a seamless transportation system that can serve the region's travel needs in the future. Staff also believes that the project funding plans and revenues, while strained in the current environment, should be able to continue to support the project implementation. Staff will work with project sponsors to continue delivery of the projects.

I-80 Express Lanes: Red Top Road to I-505: \$85 million

This project is important to the development of seamless travel in Solano County as it will eventually connect to priced managed lanes on I-80 through Alameda and Contra Costa County. In addition, it serves as a guideway existing for SolTrans express bus service from Fairfield to El Cerrito del Norte BART and enhanced express bus service from Suisun City to El Cerrito del Norte BART proposed for consideration in Plan Bay Area 2050. RM3 funds would complete the \$249.4 million funding package for construction, in combination with an application to the 2020 SB1 competitive programs for \$123.4 million (subject to endorsement by MTC under Item 4a). Additional project funds include a total of \$41 million comprised of:

(1) Bay Area Toll Authority (BATA) Express Lanes Capital Funds previously remaining from a prior allocation for project development; and

(2) State Transportation Improvement Program (STIP) funds as described in item 4a

The project is ready to start construction in 2021 and has a benefit cost ratio of 1.4¹.

I-680 Express Lanes Southbound: Alcosta Boulevard to SR-84: \$80 million

With construction of this project, there would be a continuous express lane on I-680 southbound from the Benicia Bridge in Contra Costa County, through Alameda County and to State Route 237 in Santa Clara County. This lane serves one of the enhanced express bus routes proposed for consideration in Plan Bay Area 2050. RM3 funds would complete the \$252 million funding package for construction without requiring any competitive SB1 funding, thus improving the chances of the region's other 2020 SB1 submittals as recommended under Item 4a. MTC staff proposes prioritizing \$10 million from the SB1 Local Partnership Formulaic Program funds allocated to BATA for the I-680 funding plan, subject to future MTC approval. BATA is expected to receive \$18 million in Local Partnership Formulaic Program funding over the next three years. Other funds include a total of \$162 million comprised of: (1) county sales tax; (2) loan by Alameda County Transportation Commission against future express lane toll revenue; and (3) future State Transportation Improvement Program (STIP) funds. The project is ready to start construction in March 2022, pending amendment of Plan Bay Area 2040 and approval of the final environmental document, and has a benefit cost ratio of 2.5².

¹ Based on prior analysis and subject to updates for the 2020 SB1 funding cycle.

² Based on prior analysis and subject to updates for the 2020 SB1 funding cycle.

U.S. 101 Express Lanes: I-380 to Santa Clara County: \$75 million

This recognizes the bridge toll commitment made in the 2018 SB1 funding cycle, in which the region was successful in securing \$253 million in for express lanes in San Mateo and Santa Clara counties. In order for the project to proceed on the schedule, BATA included this \$75 million in its FY 2019-2020 Toll Bridge Program Operating and Capital Budgets with the understanding that MTC could program RM3 Express Lane Program funds to the project to offset the BATA funding. The project began construction in 2019 and has a benefit cost ratio of 2.1.

Because BATA secured bridge tolls for this project through a prior action, staff recommends it not be subject to the requirement to follow regionally consistent toll policies established by MTC/Bay Area Infrastructure Financing Authority (BAIFA). However, the San Mateo Express Lanes Joint Powers Authority (JPA) and BAIFA have entered into an agreement whereby BAIFA will provide the toll system and operate the express lanes under contract to the JPA. This agreement provides that the JPA will work with other Bay Area toll operators toward regionally consistent policies that allow seamless travel among toll operators.

Reserve: \$60 million

The reserve provides leverage for future SB1 funding or other competitive funding opportunities. Priority for a portion of this reserve will be given to Interstate 680 Northbound Express Lane: Livorna to Marina Vista, pending completion of environmental review and sufficient design to determine the benefit-cost ratio and development of a full funding plan.

In addition, funds from the reserve may be used to develop a pipeline of high performing express lane projects or for supportive operational improvements, as allowed by statute, and consistent with the Bay Area Express Lanes Strategic Plan that is currently under development. The Strategic Plan, which will be completed later this year, will articulate policies and identify a larger network that can be delivered over the next 15 years and that will require considerable funding in addition to RM3. The Strategic Plan will address important considerations such as:

- Interface with robust and cost-effective express bus service.
- Strategies to address equity.
- An approach to achieve consistent toll policies.
- Strategies and tradeoffs for closing gaps and for addressing mega-region travel and reducing greenhouse gas emissions.
- Ways to reduce capital costs and expedite delivery.

Return to Reserve

Staff recommends the initial programming action provide that if the projects funding fail to secure funding or meet other requirements necessary to begin construction as planned, RM3 funds in the initial programming action will be returned to reserve. Specifically, for the Solano I-80 project, the RM3 funds would return to reserve if the sponsors do not successfully secure 2020 SB1 competitive funds. For the Alameda I-680 project, the RM3 funds would return to reserve if the sponsor does not begin construction by December 31, 2022 (about nine months from the current estimated construction start date). MTC may consider extending these deadlines or reaffirming RM3 programming to support subsequent funding opportunities for these projects if the above conditions are not met.

Issues

As noted above, the full funding plans for the I-80 and I-680 express lane projects are contingent on future actions by MTC and the California Transportation Commission; in the case of I-680, Federal and State actions are required to complete environmental clearance.

San Francisco requested SB1 funding for the I-280 HOV Lane project, as described in Item 4a. Since this phase of the project is not an express lane, it is not eligible for RM3 Express Lane Program funds; future express lane phases would be eligible. Santa Clara requested funding for the US-101 Express Lanes, Phase 5 Project; staff is recommending MTC nominate this project for the Solutions for Congested Corridors Program. Since it can be fully funded without RM3, as described under Item 4a, staff is not recommending initial RM3 programming for this project.

Recommendation

Refer MTC Resolution No. 4411 to the Commission for Approval, and prioritize the Alameda I-680 project for \$10 million of SB1 Local Partnership Formulaic Program funds allocated to BATA, subject to future MTC approval.

Date: March 25, 2020
W.I.: 1258
Referred by: PAC
Revised: 05/27/20-C

ABSTRACT

MTC Resolution No. 4411, Revised

This resolution establishes programming for Regional Measure 3 (RM3) capital projects sponsored or co-sponsored by MTC or BATA.

This resolution includes the following attachments:

Attachment A – Goods Movement and Mitigation Program of Projects

Attachment B – Bay Area Corridor Express Lanes Program of Projects

This resolution was revised on May 27, 2020 by Commission Action to add Attachment B – Bay Area Corridor Express Lanes Program of Projects.

Additional discussion of this allocation is contained in the Executive Director’s memorandum and MTC Programming and Allocations Committee Summary sheet dated March 11, 2020 and May 13, 2020.

Date: March 25, 2020
W.I.: 1258
Referred by: PAC

Re: Programming of Regional Measure 3 Capital Projects Sponsored or Co-Sponsored by MTC or BATA

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4411

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

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

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

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

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

WHEREAS, RM3 establishes the 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 RM3 Expenditure Plan gives certain responsibilities to MTC or BATA for specific projects, including project sponsorship or co-sponsorship, making funds available for projects, providing funding for competitive grant programs, allocating funding to an agency designated to build a project, or consulting with entities to determine a project sponsor, as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, pursuant to Section 30914.7(a) of the California Streets and Highways Code, other entities are joint project sponsors of certain RM3 capital projects or otherwise listed in determining the project sponsor;

WHEREAS, the Attachments to this resolution, attached hereto and incorporated herein as though set forth at length, list project programming determinations for specific projects pursuant as Section 30914.7(a) of the California Streets and Highways Code; now, therefore, be it

RESOLVED, that MTC approves the programs of projects as set forth in the Attachments; and be it further


RESOLVED, that MTC may take further action to issue RM3 Letters of No Prejudice based on the programs of projects as set forth in the Attachments; and, be it further

RESOLVED, that further MTC action in the form of approved allocations are required to expend RM3 funds; and, be it further

RESOLVED, that MTC will meet all obligations for these projects regarding joint sponsors and other entities pursuant to Section 30914.7(a) of the California Streets and Highways Code; and be it further

RESOLVED, that a certified copy of this resolution and applicable attachments shall be forwarded to any applicable project sponsor, co-sponsor, or implementing agency.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in San Francisco,
California, on March 25, 2020.

Goods Movement and Mitigation

RM3 Project No.	3
Project Title	Goods Movement and Mitigation
Funding Amount	\$160,000,000
Statute Project Description	
Provide funding to reduce truck traffic congestion and mitigate its environmental effects. Eligible projects include, but are not limited to, improvements in the County of Alameda to enable more goods to be shipped by rail, access improvements on Interstate 580, Interstate 80, and Interstate 880, and improved access to the Port of Oakland.	
Statute Project Sponsor Description	
The Metropolitan Transportation Commission shall consult and coordinate with the Alameda County Transportation Commission to select projects for the program. Eligible applicants include cities, counties, countywide transportation agencies, rail operators, and the Port of Oakland. The project sponsor is the Metropolitan Transportation Commission and the Alameda County Transportation Commission.	
Other Project Sponsor Action Required for Programming	
Alameda County Transportation Commission (Alameda CTC) is expected to adopt a program of projects consistent with the list below at its March 26, 2020 meeting.	

Program of Projects

Project Sponsor	Project Title	RM3 Amount (\$ millions)
Alameda County Transportation Commission	GoPort Suite of Projects at the Port of Oakland, including the 7 th Street Grade Separation (East and West) Project*	\$80
Alameda County Transportation Commission	Other Rail Crossing Safety and Emissions Reduction Projects	\$40
Program Reserve	TBD	\$40
Total		\$160

*Alameda CTC has applied for an INFRA (Infrastructure for Rebuilding America) program grant for the GoPort project. If successful, the INFRA funds, rather than RM3 funds, will go toward the cost increase of the 7th Street Grade Separation East project.

RM3 Program of Projects – Bay Area Corridor Express Lanes

RM3 Project No.	2
Project Title	Bay Area Corridor Express Lanes
Funding Amount	\$300,000,000
Statute Project Description	
Fund the environmental review, design, and construction of express lanes to complete the Bay Area Express Lane Network, including supportive operational improvements to connecting transportation facilities. Eligible projects include, but are not limited to, express lanes on Interstate 80, Interstate 580, and Interstate 680 in the Counties of Alameda and Contra Costa, Interstate 880 in the County of Alameda, Interstate 280 in the City and County of San Francisco, Highway 101 in the City and County of San Francisco and the County of San Mateo, State Route 84 and State Route 92 in the Counties of Alameda and San Mateo, Interstate 80 from Red Top Road to the intersection with Interstate 505 in the County of Solano, and express lanes in the County of Santa Clara.	
Statute Project Sponsor	
Eligible project sponsors include the Bay Area Infrastructure Financing Authority, and any countywide or multicounty agency in a bay area county that is authorized to implement express lanes. The Metropolitan Transportation Commission shall make funds available based on performance criteria, including benefit-cost and project readiness.	
Other Project Sponsor Action Required for Programming	
Sponsors must agree to follow regionally consistent toll policies established by MTC/BAIFA	

Program of Projects

Project Sponsor	Project Title	RM3 Amount (\$ millions)
San Mateo County Transportation Authority	US 101 Express Lanes: I-380 to Santa Clara County Line ¹	\$75
Solano Transportation Authority	Interstate 80 Express Lanes: Red Top Road to I-505 ²	\$85
Alameda County Transportation Commission	Interstate 680 Southbound Express Lane: Alcosta Boulevard to SR-84 ²	\$80
Express Lanes Program Reserve	TBD ³	\$60
Total		\$300

¹ Project exempt for requirement to follow regionally consistent toll policies established by MTC/BAIFA since toll funds were committed through prior BATA action.

² Funds programmed to these projects are intended as leverage for 2020 Senate Bill 1 (SB1) Solutions for Congested Corridors Program (SCCP), Trade Corridor Enhancement Program (TCEP), and Local Partnership Program (LPP). If the I-80 project fails to secure sufficient 2020 SB1 funding to fully fund the project and start construction as planned in 2021, the \$80 million in RM3 programmed to this project will be returned to the RM3 Express Lanes Program Reserve. If the I-680 project fails to secure fully funding and meet environmental and regulatory requirements to start construction by the end of calendar year 2022, the \$80 million in RM3 programmed to this project will be returned to the RM3 program reserve.

³ Projects may include development or construction of express lanes or supportive operational improvements. Priority for a portion of this reserve will be given to Interstate 680 Northbound Express Lane: Livorna to Marina Vista, pending completion of environmental review, sufficient design to determine the benefit-cost ratio and development of a full funding plan.

Regional Measure 3

Bay Area Express Lanes

Initial Programming



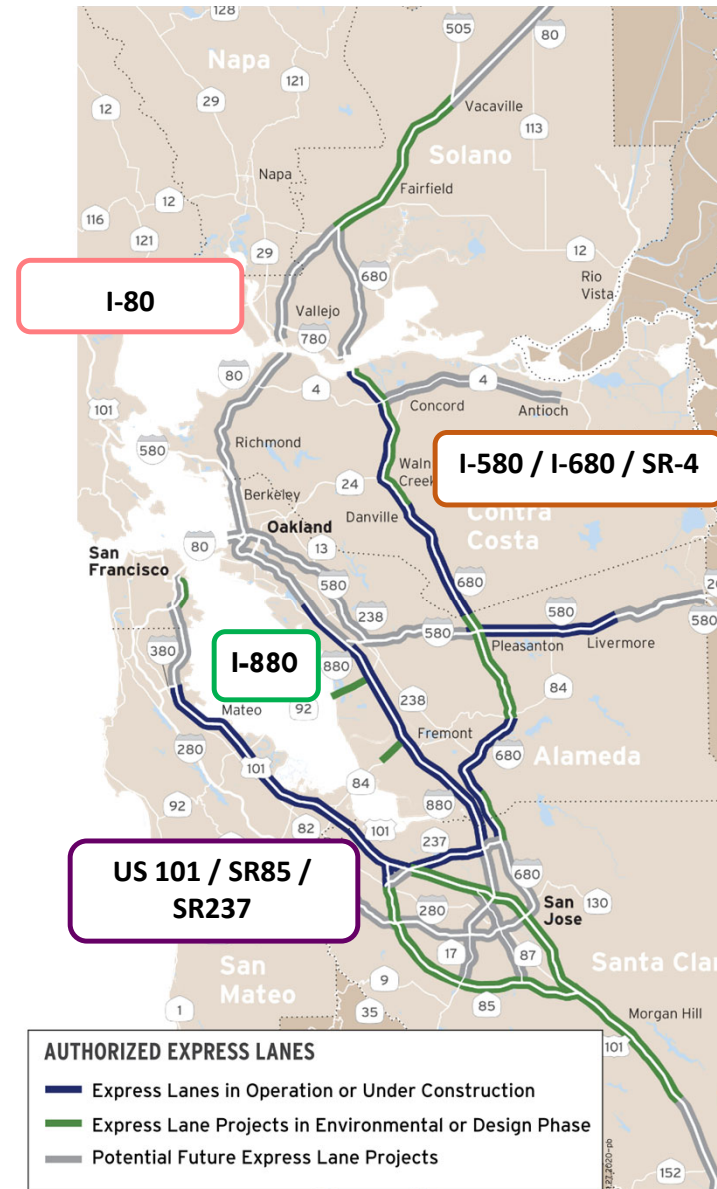
May 13, 2020

Programming and Allocations Committee

Bay Area Corridor Express Lanes

- \$300 million available in Regional Measure 3
- Eligible projects include express lanes and supporting operational strategies
- MTC shall make funds available based on performance criteria, including benefit-cost and project readiness

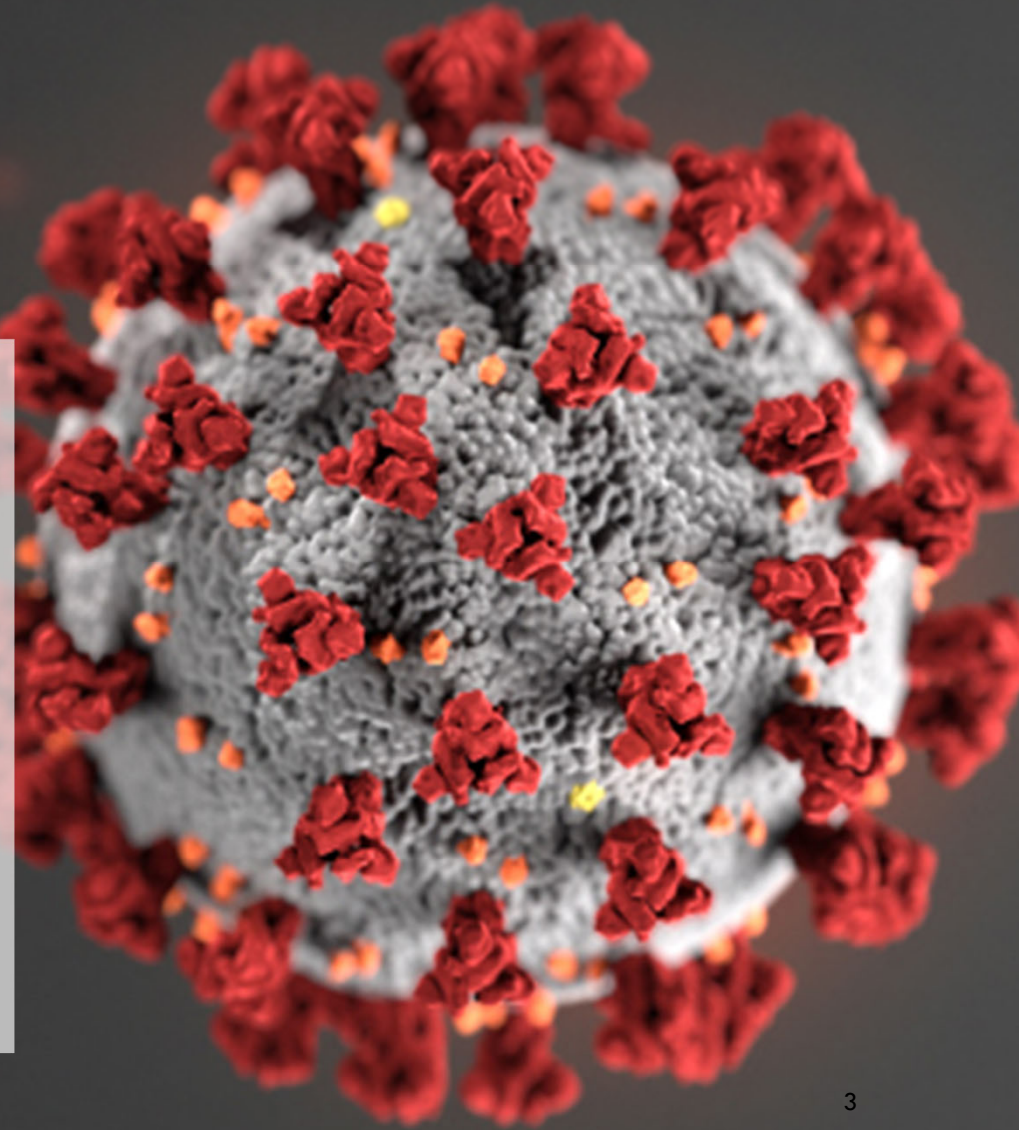
The cost to complete the express lanes network is on the order of \$5 billion



Background

COVID-19 Pandemic

- Current pandemic and “new normal” create project uncertainty
- Proposed projects critical for Bay Area transportation network, providing significant benefits
- Bridge Tolls, while decreased, are still committed to legislatively-named projects like Express Lanes



2020 RM3 Express Lanes Program Strategy

- Deliver seamless system to Bay Area commuters
- Put funds to work in each express lanes corridor group
- Maximize opportunity to secure SB1 funding
- Meet commitments by making regional funds available when needed
- RM3 funds returned to reserve if projects fail to secure funding or meet other requirements to start construction

General RM3 Express Lane Policy Principles



Projects should be ready-to-go



Projects must have strong benefit-cost performance



Recipients must agree to follow regionally consistent toll policies established by MTC/BAIFA

RM3 Express Lanes Program - Initial Programming Recommendation

Tied to 2020 SB1 Competitive Programs Strategy	\$165 million
San Mateo 101 express lanes funded in the 2018 Senate Bill 1 program	\$75 million
Reserve* <ul style="list-style-type: none"> • Leverage future competitive funding opportunities • Develop a pipeline • Implement projects that align with the Strategic Plan (underway) 	\$60 million
TOTAL	\$300 million

* Priority for a portion of this reserve will be given to Interstate 680 Northbound Express Lane: Livorna to Marina Vista, pending future project development including benefit/cost and full funding.

Project Detail Initial RM3 Programming Recommendation

Corridor	Express Lane Project	RM3 Statute Requirements		Construction Cost and Funding (\$M)			
		Readiness (Start of Construction)	Benefit/Cost	Total Cost	RM3	SB1 Competitive Proposed	Other
I-80	1 I-80: Red Top to I-505	2021	1.4 ⁽¹⁾	\$249	\$85	\$123	\$41
I-680/ I-580	2 I-680 Southbound: Alcosta Boulevard to SR-84	2022	2.5 ⁽¹⁾	\$252	\$80	\$0	\$172 ⁽³⁾
US-101/ SR-237/ SR-85	3 US-101: I-380 to Santa Clara County ⁽²⁾ Funded in 2018 SB1 Cycle	2019	2.1	\$393	\$75	\$220 ⁽⁴⁾	\$98
RM3 Express Lanes Program Reserve					\$60		
RM3 Total					\$300		

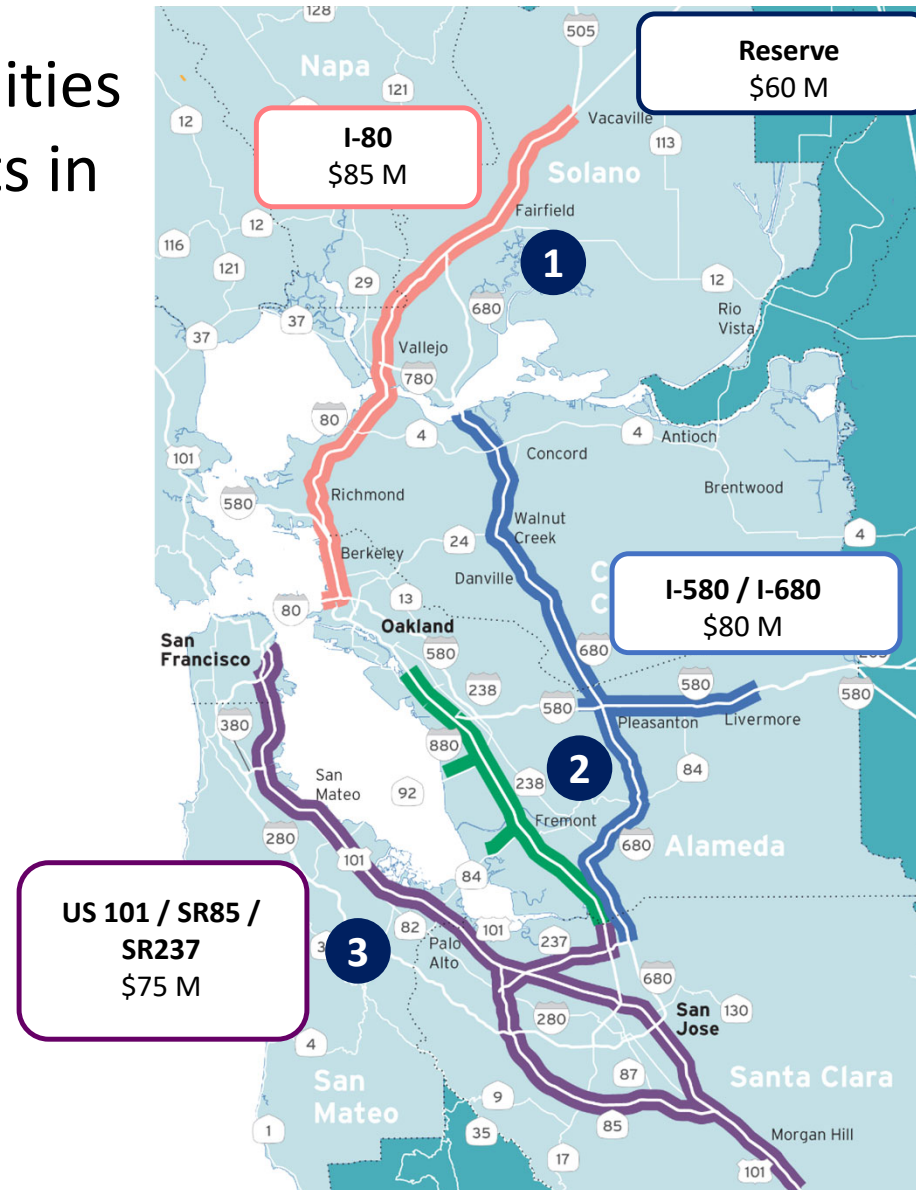
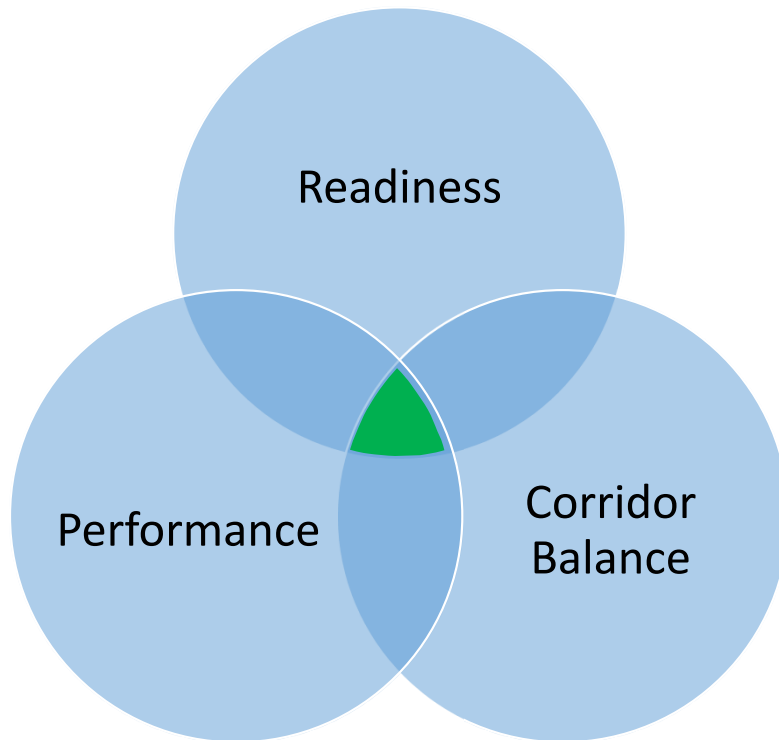
⁽¹⁾ Based on prior analysis and subject to updates for the 2020 SB1 funding cycle.

⁽²⁾ Project already under construction. Propose toll policy requirement not be applicable since BATA committed bridge tolls through prior action.

⁽³⁾ Recommend MTC prioritize \$10 million of SB1 Local Partnership Funds allocated to BATA, subject to future MTC approval.

⁽⁴⁾ Funds secured in 2018 SB1 funding cycle.

Leverage Senate Bill 1 funding opportunities and fund ready, high performing projects in major express lane corridors.



Bay Area Express Lanes Strategic Plan

Define express lane network goals	✓
Identify potential projects over 30 years	✓
Inform near-term funding opportunities	✓
Develop 15-year priority network	Underway
Integrate into Plan Bay Area 2050	Underway
Explore policy issues & develop recommendations <ul style="list-style-type: none">• Close gaps• Express bus interface• Equity• Toll policy consistency• Mega Region• Financing, cost reductions & expedited delivery	Underway





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0458 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 3/1/2020 **In control:** Programming and Allocations Committee
On agenda: 5/13/2020 **Final action:**
Title: MTC Resolution Nos. 4417 and 4418. Adoption of Regional Program of Applications for two Senate Bill 1 Competitive Programs

Recommendation of projects for regional application support for Senate Bill 1 (SB 1) Solution for Congested Corridors and Trade Corridor Enhancement Programs.

Sponsors:

Indexes:

Code sections:

Attachments: [4a 20-0458 Resos 4417-4418 SCC-TCEP.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4417 and 4418. Adoption of Regional Program of Applications for two Senate Bill 1 Competitive Programs

Recommendation of projects for regional application support for Senate Bill 1 (SB 1) Solution for Congested Corridors and Trade Corridor Enhancement Programs.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2020

Agenda Item 4a – 20-0458

MTC Resolution Nos. 4417 and 4418. Adoption of Regional Program of Applications for two Senate Bill 1 Competitive Programs

Subject: Recommendation of projects for regional application support for Senate Bill 1 (SB 1) Solution for Congested Corridors and Trade Corridor Enhancement Programs.

Background: Senate Bill 1 (SB 1) created new competitive programs and provides additional funding to existing competitive programs under the state's administration. Two programs require MTC action: the Solutions for Congested Corridors (SCC) and the Trade Corridor Enhancement Program (TCEP). MTC and Caltrans are the sole nominating agencies for Bay Area SCC projects. MTC does not nominate, but rather compiles Bay Area TCEP project nominations from sponsor agencies.

As detailed in Attachment 1, staff is recommending projects for both programs, as summarized below:

(\$ Millions)

Program	No. of Projects Recommended	Amount Recommended	Amount Available Statewide	% Proposed
SCC	5	\$ 320	\$494	65%
TCEP	6	\$ 275	\$1,392	20%
Total	10*	\$472*	\$1,886	25%

* One project is nominated for both programs

Staff worked with Bay Area County Transportation Agencies (BACTAs), transit operators, Caltrans, and the applicable state agencies in recent months to develop these programs. The recommended projects strongly meet the goals of each program, as well as regional prioritization principles adopted by the Commission in November 2019.

Since staff initiated the SB1 regional nomination process, the COVID-19 pandemic has created uncertainty for project funding, prioritization, and delivery. Based on staff's assessment, the projects proposed for these two programs are still important investments for the transportation network and will provide significant benefits as outlined in the attachments. We also believe that the project funding plans and revenues, while strained in the current environment, should be able to continue to support the project implementation.


Issues: Attachment 1 lists five issues, summarized below.

- 1) Since MTC is neither a project sponsor nor implementing agency, MTC will not be responsible for funding any cost increases.
- 2) If Regional Measure 3 (RM3) funds are not available when needed, MTC is not obligated to find alternate or substitute funding to make up for RM3 funds.

- 3) The funding plan for the I-80 Express Lanes in Solano County relies on repayment of a Letter of No Prejudice from RM3 funding.
- 4) The recommendation does not include a \$50 million request for the San Francisco I-280 High-Occupancy Vehicle Lane project based on project schedule constraints and Caltrans nomination list.
- 5) CTC approved schedule revisions that provide an additional 17 to 19 days for application preparation. CTC did not change the program adoption date of December 2020.

Recommendation: Refer MTC Resolution Nos. 4417 and 4418 to the Commission for approval, and direct staff to transmit the programs of nominations to the California Transportation Commission (CTC).

Attachments: Attachment 1: Adoption of SB 1 Competitive Programs
Attachment 2: SCC and TCEP Nomination Tables
Attachment 3: Project Scope and Benefit Summary
Attachment 4: SB 1 SCC and TCEP Project Map
Attachment 5: Slide Presentation
Attachment 6: Project Nomination Request Letters
MTC Resolution Nos. 4417 and 4418



Therese W. McMillan

**Attachment 1:
MTC Resolution Nos. 4417 and 4418
Adoption of Senate Bill 1 (SB 1) Competitive Programs**

Background

Senate Bill 1 (SB 1) created new competitive programs and provides additional funding to existing competitive programs under the state's administration. Two programs require MTC action: the Solutions for Congested Corridors (SCC) Program, where MTC nominates projects; and the Trade Corridor Enhancement Program (TCEP), where MTC compiles project nominations. This memorandum summarizes the staff recommendations for each program.

Staff worked with the Bay Area County Transportation Agencies (BACTAs), transit operators, Caltrans, and the applicable state agencies in recent months to develop these programs.

Since staff initiated the SB1 regional nomination process, the COVID-19 pandemic has created uncertainty for project funding, prioritization, and delivery. Based on staff's assessment, the projects proposed for these two programs are still important investments for the transportation network and will provide significant benefits as outlined in the attachments. Staff also believes that the project funding plans and revenues, while strained in the current environment, should be able to continue to support the project implementation. Specifically, the state revenues that fund these two programs are relatively stable: SCC is funded annually off-the-top of state gas tax revenues, while TCEP may decrease slightly since funding comes from taxes on diesel fuel and anticipated federal funding. Staff will continue to work with project applicants and the state to continue delivery of successful project nominations.

Prioritization Principles for Bay Area SB 1 Competitive Program Nominations

In November 2019, the Commission adopted a set of prioritization principles to use in evaluating and prioritizing SB 1 Competitive Program Nominations. To maximize the region's grant performance and competitiveness, the principles are closely aligned with the state's project selection criteria and program goals, and with regional plans, policies, and priorities.

The California Transportation Commission (CTC) directs nominating agencies to prioritize projects nominated for SCC funding. Staff evaluated and prioritized project nominations on the following prioritization principles adopted in November 2019:

- Projects listed in SB 1 legislation
- Addresses mobility in key congested corridors
- Reduces Greenhouse Gas Emissions/ Advances Governor's Executive Order
- Deliverability by FY 22-23, and Leveraging/Full Funding
- Partnership (Caltrans joint-nomination preferred)

Additionally, staff recommends including one small/rural project consistent with CTC's intent to fund smaller projects in more rural areas of the state.

While MTC does not need to prioritize project nominations for TCEP, staff evaluated but did not prioritize project nominations based on the November 2019 principles:

- Addresses mobility in key freight corridors
- Addresses community impacts from freight corridors

- Deliverability by FY 22-23, and Leveraging/Full Funding
- Partnership (Caltrans joint-nomination preferred)

Project evaluations and prioritization, if applicable, are listed in Attachment 2.

Solutions for Congested Corridors (SCC) Cycle 2: MTC Resolution No. 4417

SB 1 directs \$250 million per year to the Solutions for Congested Corridors (SCC) Program to fund projects designed to reduce congestion in highly-traveled corridors. Cycle 2 of the SCC Program covers two years (FY 2021-22 and FY 2022-23), totaling \$494 million available statewide (accounting for \$6 in Cycle 1 over-programming). The Bay Area's share of congestion is approximately one-quarter to one-third of the state total congestion, depending on the metric used. According to SB 1, only MTC, as the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, and Caltrans may nominate projects within the Bay Area for SCC funds; however, the implementing/ sponsoring agency may be any public agency.

The SB1 statute lists two example projects in the Bay Area by name: 1) Emerging solutions for the Route 101 and Caltrain corridor connecting Silicon Valley with San Francisco, and 2) Multimodal approaches for the Route 101 and Sonoma-Marin Area Rail Transit (SMART) rail corridor between the Counties of Marin and Sonoma.

Staff recommends nominating 5 projects totaling \$320 million for MTC's SCC Cycle 2 Program. Staff evaluated the candidate projects using the prioritization principles discussed earlier, with one project in the "small/rural" category consistent with the California Transportation Commission's (CTC's) SCC Guidelines intent. The proposed ranking of projects based on the adopted prioritization principles is listed in Tables 1a and 1b of Attachment 2. Project applications are due to the CTC by July 17, 2020 (due date extended: see bullet 5 under "Issues").

Consistent with the approach taken for other competitive statewide funding programs, the nomination amount is roughly equivalent to double the region's share of congestion. Because the congestion relief needs are so vast in our dynamic and job-rich region, the list is constrained and many other strong projects remain for future rounds of SB1 SCC funding.

Trade Corridor Enhancement Program (TCEP) Cycle 2: MTC Resolution No. 4418

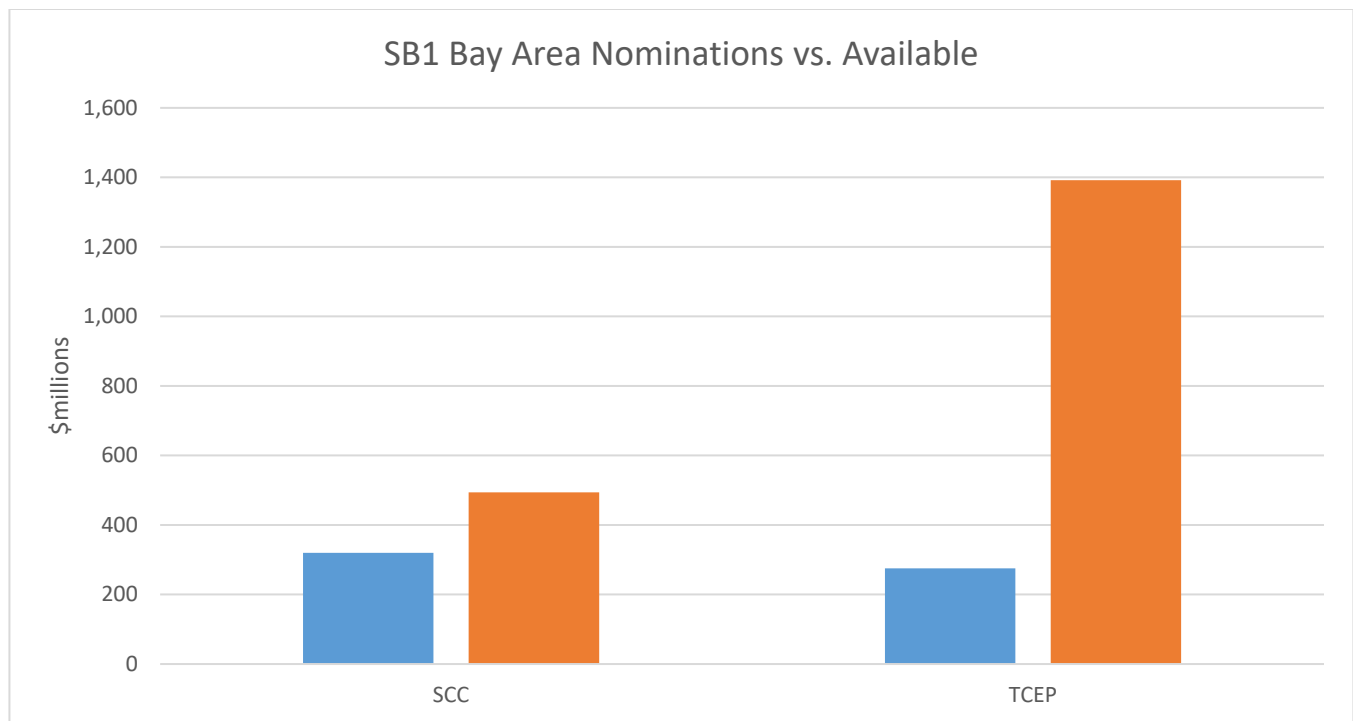
SB 1 provides roughly \$300 million per year to the Trade Corridor Enhancement Account (TCEA) to fund infrastructure improvements on corridors that have a high volume of freight movement. Additionally, Senate Bill 103 directs the CTC to allocate both TCEA funds and California's National Highway Freight Program formula funds (depending on the reauthorization of the federal transportation act) through the TCEP. The current program will cover three years (FY 2020-21 through FY 2022-23), totaling about \$1.4 billion statewide. The funds are further split 40% to Caltrans, or \$557 million, and 60% to regions, of which a target of \$226 million is identified for the Bay Area and Central Valley. The CTC Guidelines state that MTC, as the Metropolitan Planning Organization (MPO) for the nine-county Bay Area, is responsible for compiling project nominations within the region and confirming consistency with MTC's adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Staff compiled 6 candidate projects totaling \$275 million for the TCEP. We worked in close coordination with Caltrans; however, unlike the SCC program, the final Caltrans list is still under

development. The MTC proposed TCEP projects are listed in Table 2 of Attachment 2. Project applications are due to CTC by August 3, 2020 (due date extended: see bullet 5 under “Issues”).

Staff proposes a list of the trade projects that best align with the TCEP guidelines, focusing on projects in the primary freight network and those with near-term delivery. The recommended program is consistent with the Regional Goods Movement Plan and the regional goods movement investment strategy.

The table below illustrates the Bay Area’s nominations for SCC and TCEP funds in relation to the amounts available statewide.



SB1 Local Partnership Program

The two programs discussed above are among the largest SB1 programs, and are the biggest of the competitive programs managed by CTC. Another, smaller program is the Local Partnership Program (LPP). The LPP is divided between a formula program (60%) and a competitive program (40%), with \$600 million available over the three-year cycle. Public agencies with voter approved taxes, fees or tolls dedicated to transportation improvements are eligible for the program. In the Bay Area, 15 agencies are receiving formula funds, averaging a total of \$26 million annually. For the formula funds, agencies can use the funds for any eligible project, and a wide range of project types are eligible.

Similarly, any agency eligible for the formula program may apply for the competitive program. Applications are due by June 30, 2020 (due date extended: see bullet 5 under “Issues”). MTC has no formal role in approving other agencies’ project applications for the LPP programs. MTC/BATA is eligible for LPP formula funding due to voter approved bridge tolls, and is expected to receive \$18 million in LPP formula funds over the next three fiscal years. Staff will propose MTC/BATA’s LPP formula program, including prioritizing \$10 million in LPP funds for the I-680 Southbound Express

Lanes project in Alameda County if approved under item 3a on this agenda, at a future Commission meeting.

Issues

1) While MTC has a clear nominating and screening role in the SB1 competitive programs, MTC is neither a project sponsor nor implementing agency. Therefore, MTC will not be responsible for funding any cost increases unless explicitly agreed. Keeping the project within cost, scope, and schedule is the responsibility of the sponsoring and implementing agencies.

2) Three projects list Regional Measure 3 (RM3) funds in the project funding plan. The US-101 Marin-Sonoma Narrows (MSN) project in Marin County includes \$90 million in RM3 funds legislatively committed to the MSN project, and the overall I-680/SR-4 Interchange project in Contra Costa County includes \$210 million in RM3 funds legislatively committed to the project. The I-80 Express Lanes project in Solano County requires programming of Regional Measure 3 (RM3) Express Lanes funding. MTC programming of the RM3 funds is the subject of another item on this agenda. The adopting resolutions clarify that if RM3 funds are no longer available, MTC is under no obligation to find alternate or substitute funding to make up for lost funding.

3) The funding plan for the I-80 Express Lanes in Solano County includes \$34 million in State Transportation Improvement Program (STIP) funds. STA proposes to transfer a portion of these STIP funds to cover a cost increase on a separate TCEP cycle 1 project, the I-80/680/12 Interchange Phase 2A project. Since Regional Measure 3 funds legislatively committed to the Interchange project would have covered the cost increase, STA will request a Letter of No Prejudice this summer so that it can be repaid from RM3. STA will commit the repaid funds to complete the I-80 Express Lanes funding plan.

4) San Francisco I-280 High-Occupancy Vehicle (HOV) Lane: San Francisco requested that MTC and Caltrans nominate the I-280 HOV Lane project for \$50 million. The HOV Lane project is an initial step in San Francisco's planned Express Lane network. Caltrans chose not to nominate San Francisco's project due in part to the constrained project schedule; MTC staff recommends not including the project in this cycle of SCC funding, but will consider it in the subsequent SCC cycle in 2022.

5) Program Schedules: CTC adopted schedule revisions to delay the application due date at its special April 29, 2020 meeting. Regional agencies, including MTC, requested additional time to complete project applications due to COVID-19 related delays. CTC's revised application due dates provide an additional 17 to 19 calendar days. CTC did not change the program adoption date of December 2020 to allow projects to continue moving forward as quickly as possible, supporting jobs and the economy.

Recommendation:

Refer MTC Resolution Nos. 4417 and 4418 to the Commission for approval, and direct staff to transmit the project nominations and compiled list to the CTC.

Attachment 2: SB 1 SCC & TCEP Competitive Program Nominations

May 13, 2020 Programming and Allocations Committee Item 4a

Table 1A: Recommended MTC Urban Solutions for Congested Corridors Program Nominations (\$494M statewide)

#	Sponsor	Urban Project	SCC Request (\$millions)	Prioritization Principles					Caltrans Nominated
				Included in SB1	Congestion	GHG Reduction	Deliver-ability	Leverage	
1	BART	BART Transbay Core Capacity: Train Control	\$60		Highest	High	High	High	✓
2	Caltrans	Marin US-101 Marin-Sonoma Narrows, Segment B7	\$40	✓	High	High	High	High	✓
3	VTA	Santa Clara US-101 Express Lanes, Phase 5	\$72	✓	High	High	Medium	High	
4	Caltrans	Solano I-80 Express Lanes (Red Top-505)*	\$123		Medium	Medium	High	Medium	✓
Urban Total:			\$295						* Also nominated in TCEP

Table 1B: Recommended MTC Rural Solutions for Congested Corridors Program Nominations (\$494M statewide)

#	Sponsor	Rural Project	SCC Request (\$millions)	Prioritization Principles					Caltrans Nominated
				Included in SB1	Congestion	GHG Reduction	Deliver-ability	Leverage	
R1	Caltrans	Napa SR-29/221 Soscol Junction*	\$25		Medium	Medium	High	Medium	
Rural Total:			\$25						* Also nominated for Local Partnership Competitive

Table 2: Bay Area Trade Corridor Enhancement Program Nominations (\$1.4B Statewide; \$0.5B (40%) Caltrans; \$0.8B (60%) Regional Corridors; \$226M Northern California)

Sponsor	Project	TCEP Request (\$millions)	Prioritization Principles					Caltrans Nominated
			Key Freight Corridor	Address Community Impacts	Deliver-ability	Leverage		
Port of Oakland	Port of Oakland Roundhouse Electric Vehicle (EV) Charging Facility	\$9	✓	✓	✓	✓		✓
Alameda CTC	Alameda Rail Grade Crossing Safety Improvements	\$25	✓	✓	✓	✓		✓
CCTA	Contra Costa I-680/SR-4 Interchange (Design)	\$21	✓		✓	✓		✓
VTA	Santa Clara US-101 / SR-25 Interchange	\$74	✓		✓	✓		✓
Caltrans	Solano I-80 Westbound Cordelia Truck Scales (Design)	\$23	✓		✓	✓		✓
Caltrans	Solano I-80 Express Lanes (Red Top-505)	\$123	✓		✓	✓		*
Total:		\$275						* Nominated for SCC Program

Attachment 3: SB 1 SCC & TCEP Project Scope and Benefit Summary

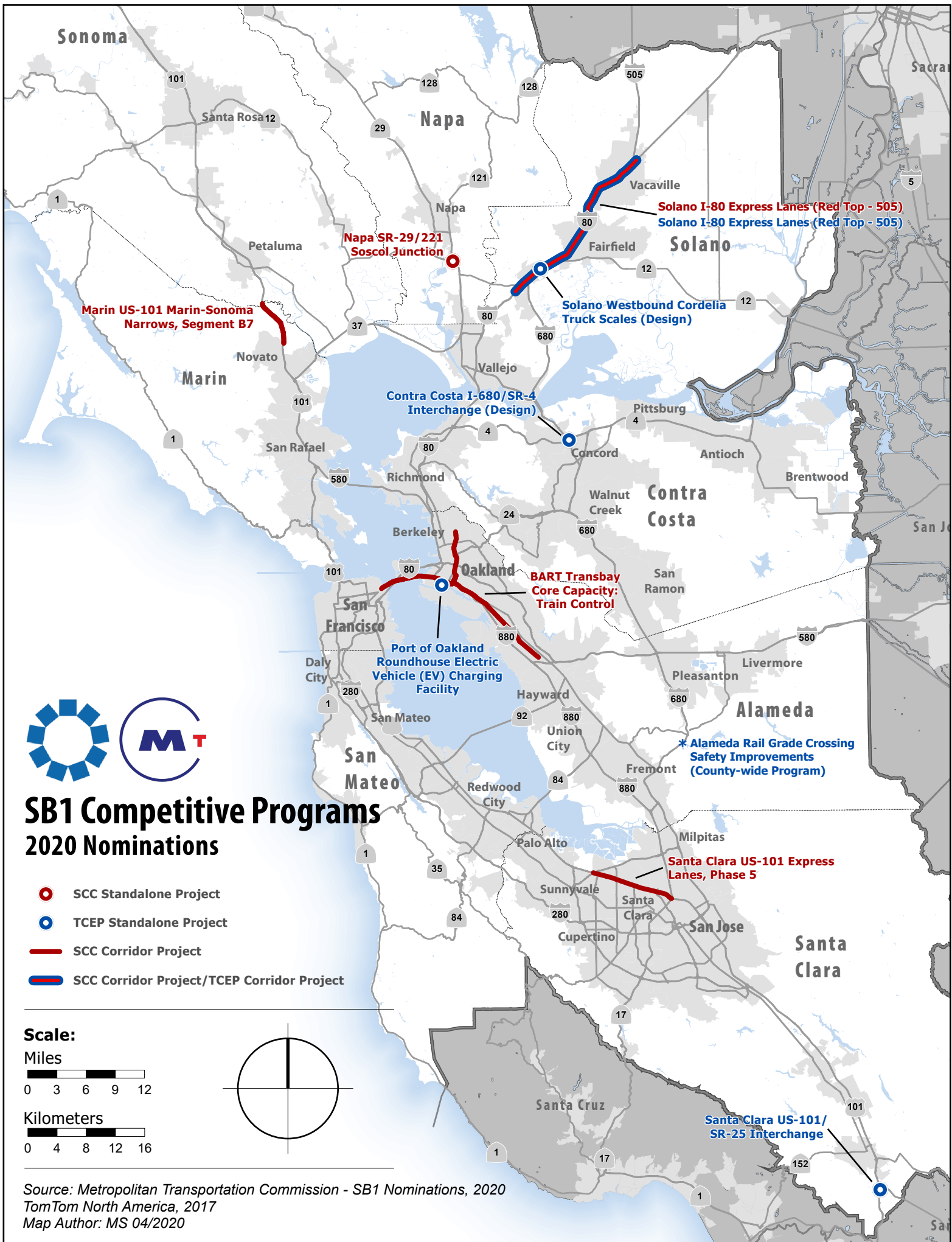
May 13, 2020 Programming and Allocations Committee Item 4a

Table 1: Recommended MTC Solutions for Congested Corridors Program Nominations (\$494M statewide)

#	Sponsor	Urban Project	SCC Request (\$millions)	Project Scope and Benefit Summary
1	BART	BART Transbay Core Capacity: Train Control	\$60	Upgrade and modernize BART train control system. Project will increase trains operating through the Transbay Tube from 23 to 28 trains per hour, relieving overcrowding; increasing reliability, ridership, and vehicles-miled traveled; and reducing greenhouse gas emissions.
2	Caltrans	Marin US-101 Marin-Sonoma Narrows, Segment B7	\$40	Complete High-Occupancy Vehicle (HOV) lanes between Novato and Petaluma, providing 50 miles of continuous HOV lanes on US-101 in Marin and Sonoma Counties. Project will reduce congestion and improve mobility, and is part of the multimodal solution to congestion (along with Sonoma-Marín Area Rail Transit (SMART)).
3	VTA	Santa Clara US-101 Express Lanes, Phase 5	\$72	Convert existing HOV lanes to Express Lanes (EL) and add a second EL in each direction on US-101 from SR-237 in Sunnyvale to I-880 in San Jose. Project will provide shorter and more reliable travel times for motorists and public transit bus riders, improved safety, and reduced congestion.
4	Caltrans	Solano I-80 Express Lanes (Red Top-505)	\$123	Convert existing HOV lanes to Express Lanes (EL) and add new ELs between Red Top Rd. in Fairfield to I-505 in Vacaville, roughly 18 miles. Project will alleviate congestion, encourage carpooling/vanpooling, expedite regional transit connections, and reduce single-occupancy vehicles.
R1	Caltrans	Napa SR-29/221 Soscol Junction	\$25	Construct new interchange with two roundabouts to facilitate traffic movement at the SR-29 and SR-221 interchange, with bicycle and pedestrian infrastructure. Project will alleviate congestion, improve traffic operations and enhance safety for all transportation modes while improving bike/ped connectivity.
Total:			\$320	

Table 2: Bay Area Trade Corridor Enhancement Program Nominations (\$1.4B Statewide; \$0.5B (40%) Caltrans; \$0.8B (60%) Regional Corridors; \$226M Northern California)

Sponsor	Project	TCEP Request (\$millions)	Project Scope and Benefit Summary
Port of Oakland	Port of Oakland Roundhouse Electric Vehicle (EV) Charging Facility	\$9	Construct on-port electric vehicle charging facility and parking location for trucks accessing the Port. Project will reduce carbon footprint and energy consumption, support implementation of electric freight vehicles and equipment, and reduce number of trucks parking in surrounding neighborhoods.
Alameda CTC	Alameda Rail Grade Crossing Safety Improvements	\$25	Construct various safety enhancements at at-grade railroad crossings throughout Alameda County. Project will improve safety for all users at railroad crossings, relieve trespassing issues, and support on-going regional rail plan implementation.
CCTA	Contra Costa I-680/SR-4 Interchange (Design)	\$21	Construct various improvements at the I-680 and SR-4 Interchange and connectors. Project will provide congestion relief and improve traffic operations and safety for people and freight within the interchange area. Project supports goods movement on SR-4, one of only five east-west state highways connecting the Bay Area with the Central Valley.
VTA	Santa Clara US-101 / SR-25 Interchange	\$74	Reconfigure interchange at US-101 and SR-25 south of Gilroy. Project will improve freight and agricultural product movement along SR-152, the only continuous route connecting US-101, I-5, and SR-99.
Caltrans	Solano I-80 Westbound Cordelia Truck Scales (Design)	\$23	Replace existing Cordelia Truck Scales along westbound I-80, originally constructed in 1958. Project will support latest commercial enforcement technology, increase processing capacity to 1,000 trucks per hour, increase queue capacity, and reduce congestion and rear-end accidents.
Caltrans	Solano I-80 Express Lanes (Red Top-505)	\$123	See scope and benefits in same project nominated in the Solutions for Congested Corridors (SCC) Program.
Total:			\$275



SENATE BILL 1 (SB1) COMPETITIVE PROGRAMS BAY AREA NOMINATIONS

Proposed Projects for Regional Submittal

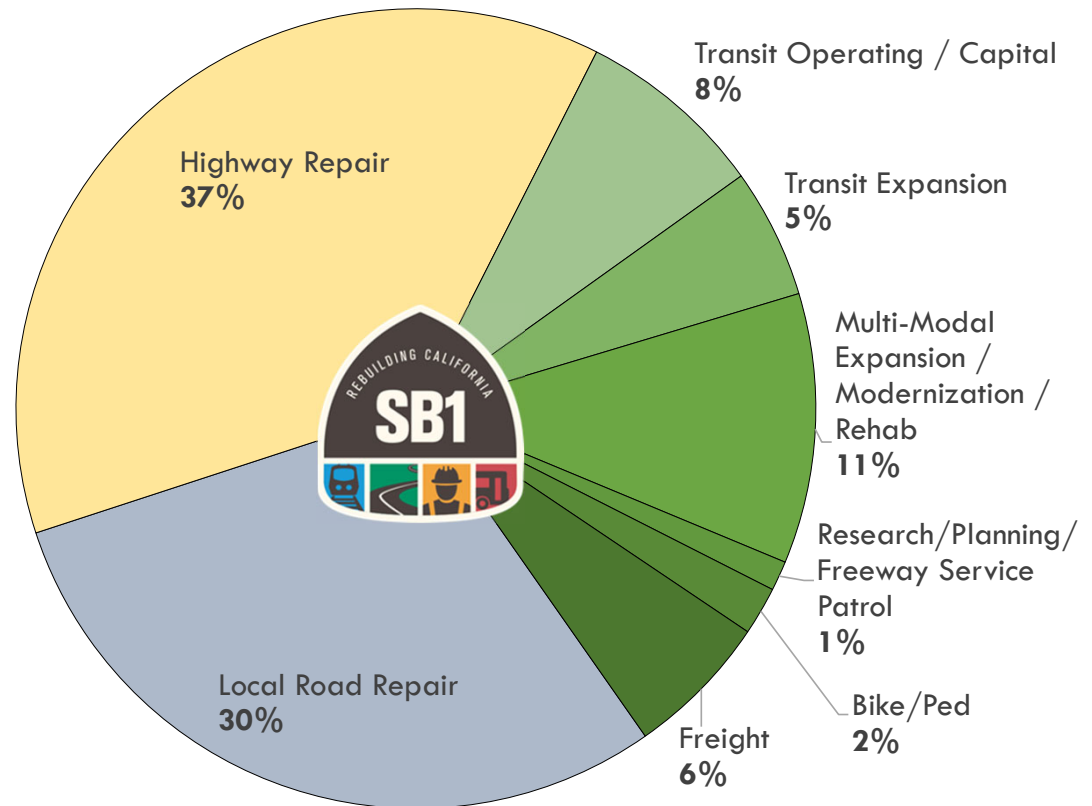


May 13, 2020
Metropolitan Transportation Commission
Programming and Allocations Committee
Item 4a, Attachment 5

Senate Bill 1 (SB 1) Overview

Road Repair and Accountability Act of 2017

- Signed into law
April 28, 2017
- **\$54 billion**
over 10 years
- Formula and competitive programs



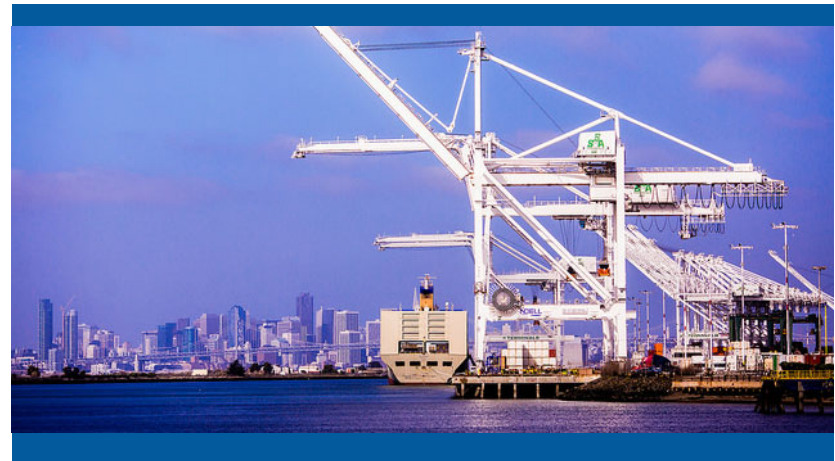
SB 1 Competitive Programs – Cycle 2

Solutions for Congested Corridors (SCC)



- ❖ \$494 million this cycle (2 years)
- ❖ Reduce congestion in key corridors
- ❖ Focus: projects in statute, congestion and greenhouse gas (GHG) emission reduction focus, early deliverability

Trade Corridor Enhancement Program (TCEP)

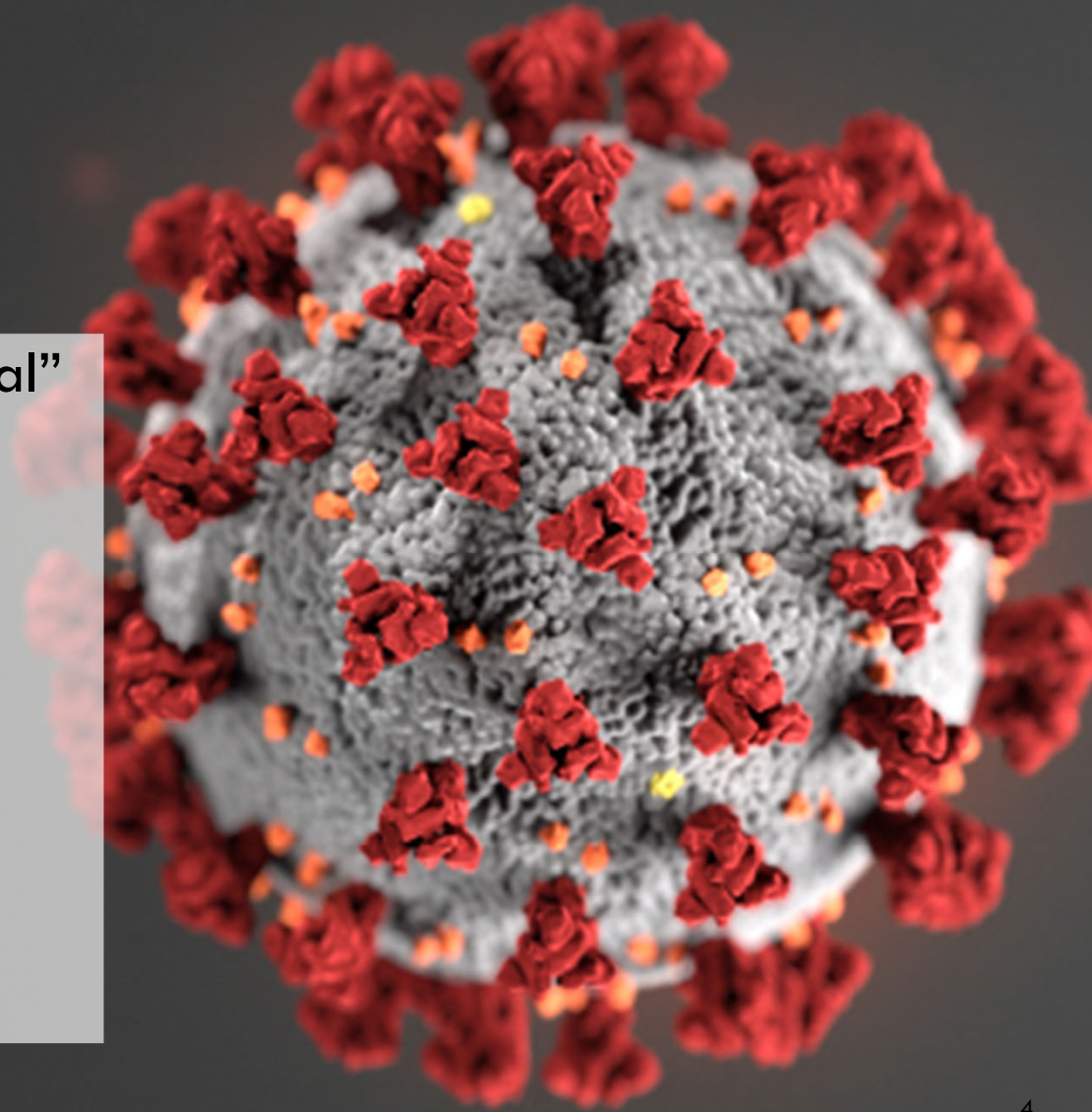


- ❖ \$1.4 billion this cycle (3 years)
- ❖ Combines SB 1, federal funds
- ❖ Divided into Caltrans and regional pots
- ❖ Focus: Regional Goods Movement Plan, GHG emission reduction, early delivery

Background

COVID-19 Pandemic

- Current pandemic and “new normal” create project uncertainty
- Proposed projects critical for Bay Area transportation network, providing significant benefits
- State funding expected to remain relatively stable for these two programs



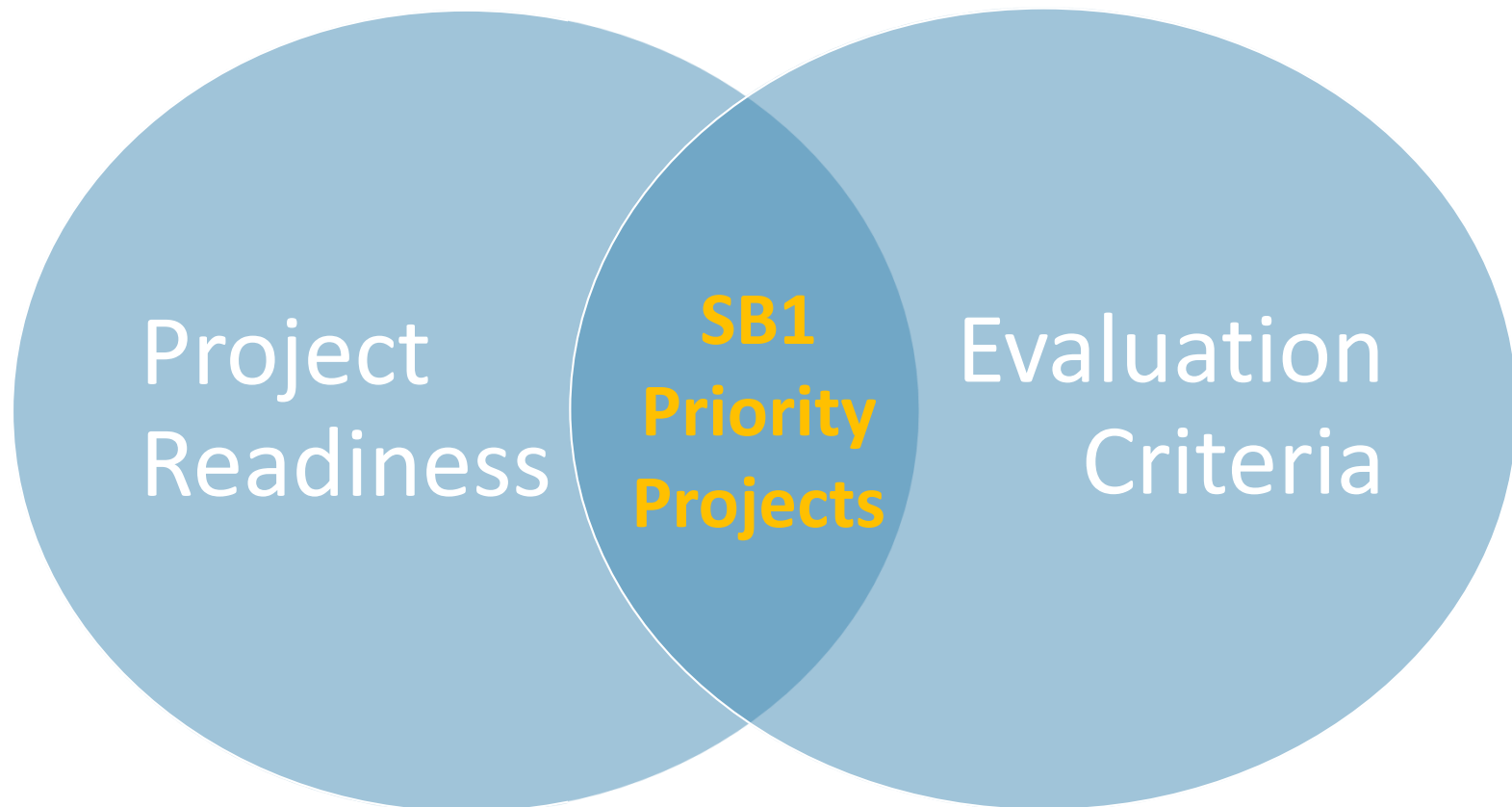
Background

Regional Goods Movement Plan

- February 2016 ○ **MTC adopts Regional Goods Movement Plan**
Evaluates needs, prioritizes opportunities for Bay Area
- April 2017 ○ **SB 1 signed into law**
\$300 million/year for goods movement improvements
- July 2017 ○ **MTC adopts Plan Bay Area 2040**
\$5 billion in priorities for goods movement
- January 2018 ○ **MTC adopts Goods Movement Investment Strategy**
Near-term improvements in 3 focus areas:
- Roadway, \$2.2 billion
 - Rail, \$1.2 billion
 - Community Protection, \$350 million



SB1 PROJECT PRIORITIZATION



PROGRAMS

SB1 Competitive Programs

Acronym		Program	MTC Cycle 1 Performance
SCC		Solutions for Congested Corridors	32%
TCEP		Trade Corridor Enhancement Program	19%
LPP-C		Local Partnership Competitive Program	32%
TIRCP		Transit and Intercity Rail Capital Program	32%

Note: MTC Target: 20%-30%

ADOPTED PRIORITIZATION PRINCIPLES



SCC Principles

Projects listed in SB1 legislation

Address mobility in key congested corridors

Reduces Greenhouse Gas (GHG) Emissions/ Advances Gov's Executive Order

Deliverability by FY22-23 & Leveraging/Full Funding

Partnership: Caltrans Joint-Nomination

Small / Rural Project



TCEP Principles

Address mobility in key freight corridors

Address community impacts from freight corridors

Deliverability by FY22-23 & Leveraging/Full funding

Partnership (including with Caltrans)



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Proposed Nominations Solutions for Congested Corridors - Urban

MTC & Caltrans Proposed Nominations (\$494 million statewide)

\$, in millions

#	Sponsor	Urban Project	SCC Request	Listed in SB1	Con-gestion	GHG Reduct-ion	Deliver-ability	Lever-age	Caltrans Nomin-ated
1	BART	BART Transbay Core Capacity: Train Control	\$60		Highest	High	High	High	✓
2	Caltrans	Marin US-101 Marin-Sonoma Narrows, Segment B7	\$40	✓	High	High	High	High	✓
3	VTA	Santa Clara US-101 Express Lanes, Ph. 5	\$72	✓	High	High	Med	High	
4	Caltrans	Solano I-80 Express Lanes (Red Top-505)	\$123*		Med	Med	High	Med	✓
Total Urban Request			\$295						

* Same request for TCEP

Proposed Nominations Solutions for Congested Corridors - Rural

MTC & Caltrans Proposed Nominations (\$494 million statewide)

\$, in millions

#	Sponsor	Rural Project	SCC Request	Listed in SB1	Con-gestion	GHG Reduct-ion	Deliver-ability	Lever-age	Caltrans Nomin-ated
R1	Caltrans	Napa SR-29/221 Soscol Junction*	\$25		Med	Med	High	Med	
Total Rural Request			\$25	*Same request for Local Partnership Competitive					

Proposed Nominations Trade Corridor Enhancement Program

MTC Proposed Nominations (\$1.4 billion statewide)

\$, in millions

Sponsor	Project	TCEP Request	Key Freight Corridor	Address Community Impacts	Deliverability	Leverage	Caltrans Nominated
Port of Oakland	Port of Oakland Roundhouse Electric Vehicle (EV) Charging Facility	\$9	✓	✓	✓	✓	✓
Alameda CTC	Alameda Rail Grade Crossing Safety Improvements	\$25	✓	✓	✓	✓	✓
CCTA	Contra Costa I-680 / SR-4 Interchange (Design)	\$21	✓		✓	✓	✓
VTA	Santa Clara US-101 / SR-25 Interchange	\$74	✓		✓	✓	✓
Caltrans	Solano I-80 Westbound Cordelia Truck Scales (Design)	\$23	✓		✓	✓	✓
Caltrans	Solano I-80 Express Lanes (Red Top-505)	\$123*	✓		✓	✓	**
		\$275	* Same request for SCC ** CT Nominated for SCC				

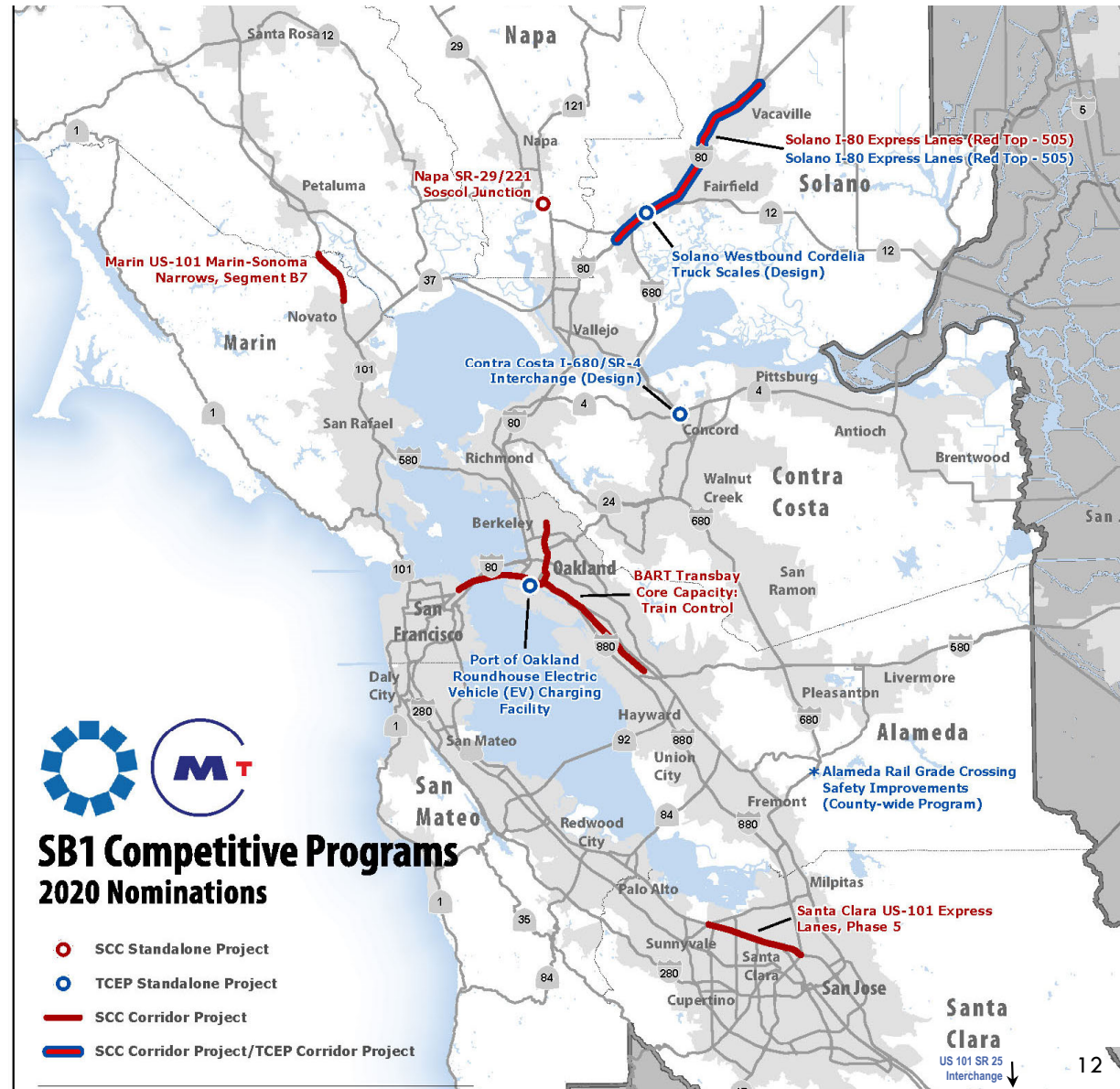
SB1 Competitive Programs

Solutions for Congested Corridors (SCC)

5 projects, \$320 million

Trade Corridor Enhancement Program (TCEP)

6 projects, \$275 million



Issues for Consideration

Regional Measure 3

- Three projects list RM3 funding in the funding plan:
 - Marin US-101 Marin-Sonoma Narrows
 - Contra Costa I-680/SR-4 Interchange
 - Solano I-80 Express Lanes
- No MTC commitment to find alternate funding if RM3 is not available when needed

Scope/Cost Increases

- Responsibility of project sponsors

Projects

- Solano I-80 Express Lanes: STIP and RM3 Funds
- San Francisco I-280 High-Occupancy Vehicle (HOV) Lane: recommend consideration for next round of SCC funding

Program Schedule

- Application due dates delayed at special April 29 meeting of the California Transportation Commission (CTC)



Current Program Timelines

Program Name	Applications Due to CTC*	Release of Staff Recommendations	CTC Program Adoption
Solutions for Congested Corridors (SCC)			
2020 SCC	July 17, 2020	November 12, 2020	December 2-3, 2020
Trade Corridors Enhancement Program (TCEP)			
2020 TCEP	August 3, 2020	November 12, 2020	December 2-3, 2020
Local Partnership Program (LPP)			
2020 LPP – Formula**	June 30, 2020	November 12, 2020	December 2-3, 2020
2020 LPP – Competitive	June 30, 2020	November 12, 2020	December 2-3, 2020

* Reflects delay approved at April 29, 2020 CTC Meeting

** Formula projects accepted on a rolling basis

SB 1 Project Summary – Cycles 1 and 2

Funded (Cycle 1)

Solutions for Congested Corridors (SCC) Program

County	Project	Award
San Mateo	US-101 Express Lanes (380 to Santa Clara)	\$200 M
Santa Clara	US-101 Express Lanes (Phase 3)	\$33 M
Sonoma	US-101 Marin-Sonoma Narrows Segment C2	\$85 M

Nominated (Cycle 2)

County	Project	Request
Regionwide	BART Transbay Core Capacity: Train Control	\$60 M
Marin	US-101 Marin-Sonoma Narrows Segment B7	\$40 M
Napa	SR-29/221 Soscol Junction	\$25 M
Santa Clara	US-101 Express Lanes (Phase 5)	\$72 M
Solano	I-80 Express Lanes (Red Top-505)	\$123 M

Trade Corridor Enhancement Program (TCEP)

County	Project	Award
Alameda	7 th St Grade Separation (East)	\$175 M
Alameda	Port ITS Elements	\$12 M
Alameda	Emeryville Rail Safety Improvements	\$4 M
Santa Clara	US-101/SR-25 Interchange (Design)	\$4 M
Solano	I-80/SR-12 Interchange (Phase 2A)	\$53 M

County	Project	Request
Alameda	Roundhouse EV Charging Facility at Port	\$9 M
Alameda	Rail Grade Crossing Safety Improvements	\$25 M
Contra Costa	I-680/SR-4 Interchange (Design)	\$21 M
Santa Clara	US-101/SR-25 Interchange (Construction)	\$74 M
Solano	I-80 WB Cordelia Truck Scales (Design)	\$23 M
Solano	I-80 Express Lanes (Red Top-505)	\$123 M



Recommendation

*Refer to the Commission
MTC Resolution Nos. 4417
and 4418, and forward to
the California Transportation
Commission*





SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

May 4, 2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

Therese McMillan, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: 2020 Solutions for Congested Corridors Program Nomination

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Duffy
9TH DISTRICT

Dear Ms. McMillan:

On behalf of the San Francisco Bay Area Rapid Transit District (BART), I am writing to request that the Metropolitan Transportation Commission nominate BART's Transbay Corridor Core Capacity Program – Train Control Modernization Program for the 2020 Solutions for Congested Corridors Program. This project will benefit the Transbay Corridor, one of, if not the most, highly congested corridors in the region.

BART's Train Control Modernization Program (TCMP) will install a new Communications-Based Train Control (CBTC) System and will enable BART to increase the number of trains operating through the Transbay Tube from 23 to 28 trains per hour. Long-term ridership trends at BART require additional capacity, which has long been recognized at MTC in the Core Capacity Transit Study, and other documents. CBTC will enable BART to operate trains with the shorter headways necessary to deliver 28 trains per hour and keep the Bay Area moving.

The TCMP is one of four elements of BART's Transbay Corridor Core Capacity Program (TCCCP), which includes an additional 252 rail cars, rail car storage at Hayward Maintenance Complex (HMC), and new traction power substations.

TCCCP TCMP Scope:

Replace the existing train control systems with a new CBTC system, allowing BART to achieve the shorter headways needed to operate 28 regularly scheduled trains per hour on the trunk line through the Transbay Tube, between Daly City and Downtown Oakland.

Project Benefits:

- Relieve Crowding – this program will increase onboard capacity by over 30%.
- Increase Reliability – reduce system delays attributable to the existing train control system.
- Increase Ridership by over 200K riders and Reduce VMT – greater capacity and higher reliability will attract riders.
- Reduce GHG Emissions – fewer VMT means fewer GHG (4M metric tons of carbon dioxide equivalent over project lifetime) and other emissions, and better air quality.
- Sustainable Communities – additional transit capacity will support growth around stations.

Project Schedule:

Environmental Process complete	September 2017
30% Design complete	December 2017
FTA Full Funding Grant Agreement	July 2020
Begin construction of TCCCP TCMP	2021
Begin 28 train per hour service	2028

Cost Estimate:

The Transbay Corridor Core Capacity Program TCMP is estimated to cost \$1.14 billion.

Funding:

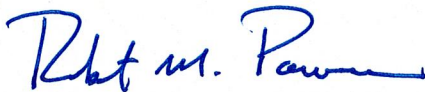
This Solutions for Congested Corridors grant proposal is for the final \$60 million needed to fully fund BART's TCMP through the Bay Area's Transbay Tube. This funding would leverage more than \$1 billion in local, State and Federal funding, including funding from BART's Measure RR passed in 2016, California TIRCP, and a \$1.169 billion Federal Transit Administration Capital Investment Grant, of which \$397 million is programmed for the TCCCP TCMP.

Ridership has grown significantly over the past decade. Despite the current COVID-19 crises, BART expects continued long-term growth. The Transbay Corridor Core Capacity Program will address overcrowding and help accommodate future ridership growth by increasing train frequency, rail car length, and ridership capacity.

BART has served the Bay Area for nearly 50 years and is committed to providing safe, reliable, and quality rail service for many years to come.

I look forward to working with you in the future.

Sincerely,



Robert M. Powers
General Manager



900 Fifth Avenue
Suite 100
San Rafael
California 94901

Phone: 415/226-0815
Fax: 415/226-0816

www.tam.ca.gov

Belvedere
James Campbell

Corte Madera
David Kunhardt

Fairfax
John Reed

Larkspur
Dan Hillmer

Mill Valley
Urban Carmel

Novato
Eric Lucan

Ross
P. Beach Kuhl

San Anselmo
Brian Colbert

San Rafael
Gary Phillips

Sausalito
Susan Cleveland-Knowles

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Kathrin Sears
Dennis Rodoni
Judy Arnold

April 30, 2020

Ms. Therese McMillan
Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale St., Suite 800
San Francisco, CA 94105-2066

Dear Ms. McMillan:

I want to thank you and your team for partnering with the Transportation Authority of Marin (TAM), Sonoma County Transportation Authority and Caltrans to relieve traffic congestion and install high-occupancy vehicle (HOV) lanes on US 101 over the past years. One last six-mile gap remains, as part of the Marin Sonoma Narrows (MSN) project, which would complete over 50 miles of continuous HOV lanes north of the Golden Gate Bridge through Marin and Sonoma Counties.

In order to deliver the final HOV lane gap closure project on US 101 through northern Marin, known as the MSN B7 project, TAM respectfully requests that MTC submit this project with a grant request of \$41 million in the upcoming SB 1 Solutions for Congested Corridors Program (SCCP) cycle.

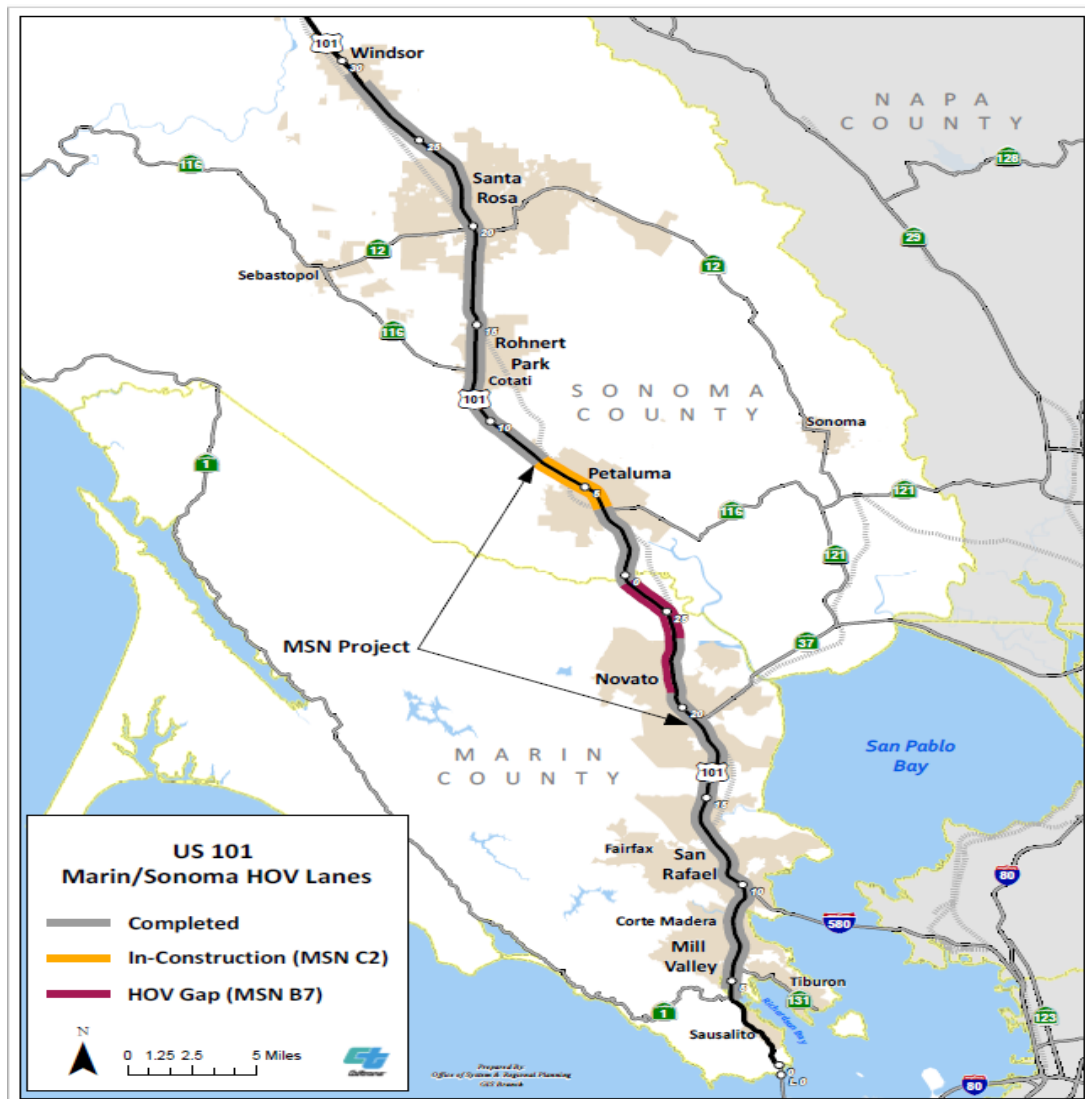
We have been in discussion with MTC and Caltrans for their support of this project for SB1 SCCP funding since 2017 when Cycle 1 was announced. I believe you are aware of all the benefits of the project, and that not only does it address all the State's SB1 SCCP criteria, it is also mentioned in the State's SB1 legislation as an example of an ideal candidate for priority funding. Caltrans staff has confirmed that they intend to submit the B7 project for consideration in SCCP; a joint submittal by MTC and Caltrans would strengthen the region's chances of securing the state funding.

The following are key highlights and facts of this important project:

1. Last gap of the MSN project, from Atherton Avenue to the County line, which would complete over 50 miles of continuous HOV lanes north of the Golden Gate Bridge through Marin and Sonoma Counties.
2. Improve mobility for public transit.
3. Improve access to SMART rail system in important multimodal corridor.
4. Construct Class II bike lanes along parallel frontage road.
5. Modernize highway geometrics to improve highway safety.
6. Corridor has been a regional priority, listed in Regional Measure 3
7. Over \$6 million in TAM local-controlled and Measure AA funds were invested for design of the project. Design is nearing 100%, expected to be complete in July 2020.
8. Total estimated project cost for B7: \$135.5 million.
9. Construction begin: Spring 2021.
10. Construction completion: Winter 2023/2024.

Making the Most of Marin County Transportation Dollars

The project area is shown on the map below, indicating the many segments that have already been completed and opened to the public, the one segment in Sonoma County that is under construction (having successfully secured a prior SCCP grant), and the remaining B7 segment.



TAM values the partnership we have had with MTC and appreciates your consideration of the US 101 Marin Sonoma Narrows B7 Segment project for the SB1 Solutions for Congested Corridors Program application. If you have any questions, please don't hesitate to contact me at 415-226-0820.

Sincerely,

Anne Richman
Executive Director

cc: Alix Bockelman, Metropolitan Transportation Commission
Theresa Romell, Metropolitan Transportation Commission
Jean Finney, Caltrans District 4
Suzanne Smith, Sonoma County Transportation Authority
Judy Arnold, Marin County Supervisor and TAM Chair
Damon Connolly, Marin County Supervisor and MTC Commissioner

April 28, 2020

Ms. Therese McMillan
Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale St., Suite 800
San Francisco, CA 94105-2066

Dear Ms. McMillan,

I want to thank you and your team for your leadership in the development of the Bay Area Express Lanes Strategic Plan. Working together, we will be able to deliver this much needed transportation network to our region. Santa Clara County is home to some of the most congested highways in the Bay Area, leading VTA to prioritize and fund investments to the region's express lanes network. In order to deliver the next phase of the US101 express lanes project in our county, I request that MTC, in its upcoming SB1 Solutions for Congested Corridors Program cycle, submit this project with a grant request of \$72 million.

My staff has been discussing this request with members of your team dating back to Spring of 2019. They have engaged with the Programming & Allocations and Express Lane operations staff, the Express Lanes Steering Committee and also during the Regional Expressway Strategic planning process. I wanted to make you aware, as your staff already knows, that Phase 5 of our Express Lanes project addresses all the State's SB1 Solutions for Congested Corridors criteria and ranks highly on MTC's Regional Expressway Strategic Plan criteria. In fact, US 101 is one of only three projects that met all the criteria and is also listed as the most cost-effective. I have included slides from the January 27, 2020 MTC presentation to the Bay Area Express Lanes 10-year Strategic Implementation Working Group that document the project's performance.


Additionally, here are a few highlights of this important project:

- **Manage Congestion and Bring Reliability to Traveling Public**
 - Introduces roadway pricing into the Bay Area's 3rd most congested corridor
 - Extends the Peninsula US 101 Express lane corridor another 10 miles
 - Creates continuous express lanes from San Francisco to San Jose
 - Serves Levi's Stadium for major sports and entertainment events
- **Timely Delivery of Regional Network**
 - Project is scheduled for Construction in 2022
- **Cost Effective Use of Public Funding**
 - Leverages existing HOV facilities
 - Builds on prior MTC and VTA investments through the STIP, Prop 1B and local development-related contributions

Therese McMillan, Metropolitan Transportation Commission
SB1 letter
April 28, 2020
Page 2 of 2

Therese, thanks for taking the time to review this request and I appreciate your consideration of the US 101 Phase 5 Express Lanes Project for the SB 1 Solutions for Congested Corridors Program.

Sincerely,


Nuria I. Fernandez
General Manager/CEO
Santa Clara Valley Transportation Authority

cc: Alix Bockelman, Metropolitan Transportation Commission
 Theresa Romell, Metropolitan Transportation Commission
 Lisa Klein, Metropolitan Transportation Commission
 Deborah Dagang, Santa Clara Valley Transportation Authority
 Casey Emoto, Santa Clara Valley Transportation Authority
 Marcella Rensi, Santa Clara Valley Transportation Authority

April 30, 2020

Sent Via Electronic Mail

Page 1 of 2

Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

**RE: Solano I-80 Managed Lanes Solutions for Congested Corridors Program –
Request for MTC Nomination**

Dear Ms. McMillan:

The California Department of Transportation (Caltrans) and the Solano Transportation Authority (STA) are seeking MTC's nomination of this Interstate 80 (I-80) Managed Lanes Project (Project) in Solano County for the Solutions for Congested Corridors Program (SCCP) through the California Transportation Commission (CTC). It is proposed to seek \$123.4 million in SCCP funding for the Project. Should the project be successful in obtaining SCCP funding, Caltrans will be the implementing agency in coordination with MTC and STA.

The Project will construct managed lanes in the westbound and eastbound directions of I-80 from west of Red Top Road to east of I-505, a distance of approximately 18 miles, through conversion of existing HOV lanes and highway widening for new managed lanes. Provision of managed lanes throughout the corridor is included in the I-80 East Comprehensive Multimodal Corridor Plan (2020), and the project is included in the Regional Transportation Plan, *Plan Bay Area 2040*. The Plans, Specifications, and Estimates (PS&E) phase for the project is anticipated to conclude April 2021, and construction (contract award) is scheduled to begin in fall 2021.

I-80 Managed Lanes Updated Funding Plan per Option 1

	Exist BT - EL Capital/ AB1171	Bridge Toll: RM3 Express Lanes	Bridge Toll: RM3 80/680/12 IC LONP Repay	Advance RTIP	SB 1 (SCCP)	Total
PS&E	\$3.8M	\$5.1M				\$8.9M
R/W	\$3.2M					\$3.2M
CON Support					\$21.8M	\$21.8M
CON Capital		\$48M	\$16.7M *	\$17.3M	\$101.6M	\$183.6M
Toll System		\$31.9M				\$31.9M
Total	\$7M	\$85M	\$16.7M	\$17.3M	\$123.4M	249.4M

STA Ltr. To MTC TMcMillan dated April 30, 2020 re. Solano I-80 Managed Lanes Solutions for Congested Corridors Program – Request for MTC Nomination

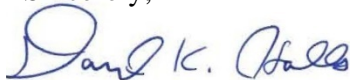
The Project is part of a comprehensive effort to improve access, reliability, frequency, integration, and safety of regional transit services within and outside of Solano County. The Project will allow STA to increase frequency of the SolanoExpress regional bus service, which provides connections to Bay Area Rapid Transit, the San Francisco Bay Ferry, the Sacramento Regional Transit District, and the Amtrak Capitol Corridor rail line. The Project will also allow for better transit and increased HOV use by providing reliable overall travel time reduction for express and intercity bus, carpools, and vanpools. The Project is expected to reduce greenhouse gas emissions and manage vehicle miles traveled, while facilitating the integration of regional transit opportunities.

The new managed lanes in the East Segment would extend for approximately 10 miles but provide congestion relief for nearly 12 miles, as backups often cause issues starting at Abernathy Road. Assuming free-flow conditions, the managed lanes project in coordination with other planned improvements along the corridor would save approximately 17 minutes for each bus or other HOV traveling on eastbound I-80 during the PM peak period. The time savings would result from increased average speeds along the corridor, with average speeds in the managed lanes being approximately 15 mph faster than in the general purpose lanes. Any time savings realized from the managed lanes will be put back into the transit system in the form of increased frequency. This could mean that, during peak times, transit service could increase from every 20 minutes to every 15 minutes.

We greatly appreciate the MTC's consideration of the requested nomination of this Project, as it is a critical component of the transportation infrastructure for the Northern California Megaregion. We believe the Project is a strong candidate for SB 1 SCCP funding.

For any questions, please contact Janet Adams, STA Deputy Executive Director/Director of Projects, at (707) 424-6075 or jadams@sta.ca.gov.

Sincerely,



Daryl K. Halls
Executive Director

Cc: STA Board Members

Tony Tavares, Caltrans District 4 Director

Alix Bockelman, MTC Deputy Executive Director, Policy

Lisa Klein, MTC Director of Programming and Allocations

Theresa Romell, MTC Director of Field Operations and Asset Management



April 30, 2020

Ms. Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street
San Francisco, CA 94105

Attn: Theresa Romell/Director, Programming and Allocations

RE: Solutions for Congested Corridor Cycle 2 Application – Soscol Junction

Dear Ms. McMillan:

Please accept this letter as NVRTA's request for MTC to support the Soscol Junction project as its priority for Senate Bill (SB) 1 Solutions for Congestion Corridor (SCC) Program Cycle 2. NVRTA is requesting \$25 million in SCC funds for the construction phase of the project. If selected, the SCC funds will complete the project's funding package.

Soscol Junction is NVRTA's number one highway congestion relief project and is the highest priority highway improvement for Caltrans District 4 in Napa County. The project would significantly reduce congestion on State Route (SR) 29 and SR 221 in southern Napa County. The project is identified in Plan Bay Area 2040 and Napa's Countywide Transportation Plan - Vision 2040 - Moving Napa Forward. The project, is on the Rural Highway Freight Network and is identified as one of Caltrans District 4's Congested Corridor/Freight Network priorities. The project is also identified as the number one improvement project in the draft SR 29 Comprehensive Multimodal Corridor Plan which is scheduled to be adopted by the NVRTA Board on May 20th.

SR 29 is the main north-south transportation artery in Napa Valley. The highway connects all six jurisdictions in Napa County and the adjacent counties of Solano and Lake. The Valley's population and job growth, coupled with over 4 million visitors per year has caused excessive congestion and delays on the SR 29 corridor. The current intersection is an at-grade intersection controlled by a traffic signal with traffic volumes of 64,000 vehicles per day. The intersection operates at a level of service F during peak commute periods with average wait times in excess of 5 minutes.

The Soscol Junction project will include operational and multimodal improvements at the intersection of SR 29/SR 221/Soscol Ferry Road. The Project will eliminate the traffic signal and build a free flowing north-south overpass on SR 29 with two roundabouts constructed below grade on SR 221 facilitating turning movements on and off the highways. The project will improve queuing and delays with the intersection forecasted to be operating at a level of service A in the AM peak period and a level of service B in the PM peak period in year 2045. Seven other project alternatives were vetted and this is the only project alternative universally supported by the community, largely because it is context sensitive to Napa's rural beauty and safely accommodates bicycle and pedestrian activities even with high traffic volumes.

The proposed design accommodates bicycle and pedestrian users by providing a dedicated class I multipurpose path on SR 221 on the perimeters of the two roundabouts. The design significantly slows traffic allowing more experienced cyclists to co-exist on road with the turning traffic. In addition, the project would serve transit by improving a major intersection used by NVTAs commuter bus routes and other bus traffic that will be going to/from the nearby site of the new Vine Transit maintenance facility.

Multi-modal safety was a primary design criterion for this intersection - there were between 49 and 67 collisions each year from 2012-2017. The existing at-grade intersection has a higher collision rate than the statewide average for similar facilities. There is a high number of rear-end collisions due to the extensive queuing at the intersection. The project is expected to reduce collisions to an average of 24 accidents per year, eliminate broadside accidents and reduce head-on collisions by 90%.

Table 1, below, provides a summary of funding by phase and year. Table 2 provides the funding sources secured and proposed.

Table 1: Project Funding by Phase/Year

	Funding in \$1,000s				
	Prior	FY 19/20	FY 20/21	FY 21/22	Total
ENV	\$11,145				\$11,145
PS&E		\$5,045			5,045
ROW			\$300		300
CON				\$52,000	52,000
				Total	\$63,445

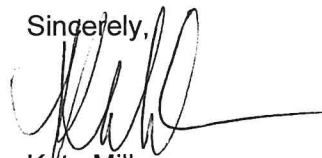
Table 2: Funding Sources:

Source	Funding in \$1000s
STIP	\$34,864
Local Funds	3,581
SCC (Proposed)	25,000
Total	\$63,445

The environmental document for Soscol Junction was completed and certified in February 2020. The project is currently in the Plans Specifications & Estimates (PS&E) phase and is on schedule to be constructed in early 2022.

Thank you for considering this request. Please do not hesitate to contact me should you have any questions or require additional information (kmiller@nvta.ca.gov or (707) 259-8634).

Sincerely,



Kate Miller
Executive Director

Date: May 27, 2020
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4417

This resolution adopts the program of MTC's nominations for the 2020 Solutions for Congested Corridors (SCC) Program Cycle 2 for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 1 (Chapter 5, Statutes of 2017).

- Attachment A – Funding Levels for 2020 Solutions for Congested Corridors Program
- Attachment B – Program of MTC Nominations for the 2020 Solutions for Congested Corridors Program – Cycle 2

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated May 13, 2020.

Date: May 27, 2020
W.I.: 1515
Referred by: PAC

RE: Adoption of Program of MTC's Nominations for the 2020 SB 1 Solutions for Congested Corridors (SCC) Program – Cycle 2

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4417

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

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

WHEREAS, MTC adopts, pursuant to Government Code Section 65082, a Regional Transportation Improvement Program (RTIP) when additional State Transportation Improvement Program funding is available, that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, on April 28, 2017, the Governor signed Senate Bill 1 (Chapter 5, Statutes of 2017) into law, authorizing an increase to various transportation-related taxes and fees, and directing \$250 million per year to the Solutions for Congested Corridors (SCC) Program to fund projects that make specific performance improvements designed to reduce congestion in highly-traveled corridors; and

WHEREAS, on June 5, 2018, Bay Area voters approved Regional Measure 3 (RM3), which authorizes toll increases on the Bay Area's seven state-owned bridges to fund a comprehensive traffic relief program of projects as set forth in Senate Bill 595 (Beall, 2017); and

WHEREAS, RM3 is currently under a legal challenge; and

WHEREAS, on January 29, 2020, the California Transportation Commission (CTC) approved the Guidelines for the Solutions for Congested Corridors Program, which includes two years of funding totaling roughly \$500 million (Attachment A); and

WHEREAS, MTC, as both the regional transportation planning agency and authority responsible for preparing the RTIP for the Bay Area, is eligible to nominate projects within the Bay Area for SCC funds, as defined in section 9 of the CTC Guidelines for the Solutions for Congested Corridors Program; and

WHEREAS, MTC is the nominating agency for SCC projects, and is not a sponsoring or implementing agency on any MTC-nominated SCC project; now, therefore, be it

RESOLVED, that MTC adopts the Program of MTC Nominations for Cycle 2 of the Solutions for Congested Corridors Program, attached hereto as Attachment B and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC, as the nominating agency, shall not be expected or responsible to fund any cost increases, and the responsibility and accountability for MTC's nominated projects to stay within agreed-upon cost, scope, and schedule lies with the sponsoring and implementing agencies; and be it further

RESOLVED, that any identification of Regional Measure 3 (RM3) funds on MTC-nominated SCC projects are subject to future Commission action and resolution of any and all legal challenges, and that MTC shall not be expected or required to find alternate sources of funding should RM3 funds not be available for selected SCC projects at time of funding allocation; and be it further

RESOLVED, that the Executive Director may make minor adjustments to Attachments A and B to respond to direction from the California Transportation Commission and/or the California Department of Transportation (Caltrans); and, be it further

RESOLVED, that MTC's adoption of the Program of MTC Nominations for the Solutions for Congested Corridors Program is for planning purposes only, with each project still subject to review and application approval pursuant to MTC Resolution Nos. 3115 and 3757; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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, on May 27, 2020.

Attachment A
MTC Resolution No. 4417
SB1 Solutions for Congested Corridors (SCC)
Program of MTC Nominations
FY 2021-22 and FY 2022-23
May 2020

MTC Resolution No. 4417
Attachment A
Adopted: 05/27/20-C

Statewide Funding Distribution (Based on Section 4 of SCC Guidelines adopted by CTC on Jan. 29, 2020)

SB1 Solutions for Congested Corridors (SCC) Program	Estimated Appropriations (\$thousands)
SCC - FY 2021-22 Appropriation	\$250,000
SCC - FY 2022-23 Appropriation	\$250,000
SCC Cycle 1 Overprogramming	(\$6,089)
Total	\$493,911

Attachment B
MTC Resolution No. 4417
SB1 Solutions for Congested Corridors (SCC)
Program of MTC Nominations
FY 2021-22 and FY 2022-23
May 2020

MTC Resolution No. 4417
Attachment B
Adopted: 05/27/22-C

Project List - Large			\$millions
SB1 Solutions for Congested Corridors			
Program of MTC Nominations	County	Sponsor	SCC Amount
1. BART Transbay Core Capacity: Train Control System	Regional	BART	\$60
2. Marin US-101 Marin-Sonoma Narrows, Segment B7	Marin	Caltrans	\$40
3. Santa Clara US-101 Express Lanes Phase 5	Santa Clara	VTA	\$72
4. Solano I-80 Express Lanes (Red Top to 505) (Also: TCEP)	Solano	Caltrans	\$123
Total			\$295

Project List - Small/Rural			\$millions
SB1 Solutions for Congested Corridors			
Program of MTC Nominations	County	Sponsor	SCC Amount
1. Napa SR-29/221 Soscol Junction	Napa	Caltrans	\$25
Total			\$25

Date: May 27, 2020
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4418

This resolution adopts the program of the Bay Area's nominations for the 2020 Trade Corridors Enhancement Program (TCEP) Cycle 2 for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 1 (Chapter 5, Statutes of 2017).

- Attachment A – Funding Levels for 2020 Trade Corridors Enhancement Program
- Attachment B – Program of Bay Area Nominations for 2020 Trade Corridors Enhancement Program – Cycle 2

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated May 13, 2020.

Date: May 27, 2020
W.I.: 1515
Referred by: PAC

RE: Adoption of Program of MTC's Nominations for the 2020 SB 1 Trade Corridors Enhancement Program (TCEP) – Cycle 2

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4418

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

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

WHEREAS, on April 28, 2017, the Governor signed Senate Bill 1 (Chapter 5, Statutes of 2017) into law, authorizing an increase to various transportation-related taxes and fees, and directing \$300 million per year to the Trade Corridor Enhancement Account to fund infrastructure improvements on corridors that have a high volume of freight movement; and

WHEREAS, on July 21, 2017, the Governor signed Senate Bill 103 (Chapter 95, Statutes of 2017) into law, which directs the California Transportation Commission to allocate Trade Corridor Enhancement Account funds and California's National Highway Freight Program formula funds (authorized by the Fixing America's Surface Transportation (FAST) Act of December 4, 2015) through the Trade Corridor Enhancement Program; and

WHEREAS, on March 25, 2020, the California Transportation Commission (CTC) approved the Guidelines for the Trade Corridors Enhancement Program, which includes three years of funding totaling roughly \$1.4 billion (Attachment A); and

WHEREAS, MTC, as the MPO for the nine-county Bay Area, is responsible for compiling project nominations for the regional portion of the TCEP within the region, as defined in section 9 of the CTC Guidelines for the Trade Corridor Enhancement Program, and

WHEREAS, MTC is not a sponsoring or implementing agency on any Bay Area TCEP project; now, therefore, be it

RESOLVED, that MTC adopts the Program of Bay Area Nominations for the Trade Corridor Enhancement Program, attached hereto as Attachment B and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC, as the agency responsible for compiling project nominations, shall not be expected or responsible to fund any cost increases, and the responsibility and accountability for the Bay Area's TCEP projects to stay within agreed-upon cost, scope, and schedule lies with the sponsoring and implementing agencies; and be it further

RESOLVED, that the Executive Director may make minor adjustments to Attachments A and B to respond to direction from the California Transportation Commission and/or the California Department of Transportation (Caltrans); and, be it further

RESOLVED, that MTC's adoption of the Bay Area Compilation of Project Nominations for the Trade Corridor Enhancement Program is for planning purposes only, with each project still subject to review and application approval pursuant to MTC Resolution Nos. 3115 and 3757; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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, on May 27, 2020.

Attachment A
MTC Resolution No. 4418
SB1 Trade Corridor Enhancement Program (TCEP)
Fund Estimate and Corridor Targets
FY 2020-21, FY 2021-22, and FY 2022-23
May 2020

MTC Resolution No. 4418
Attachment A
Adopted: 05/27/20-C

Statewide Fund Estimate (\$millions)

SB1 Trade Corridor Enhancement Program Fund Estimate	FY 2020-21	FY 2021-22	FY 2022-23	Total Statewide*
State: Trade Corridor Enhancement Account	\$323	\$335	\$343	\$1,001
Federal: National Highway Freight Program	\$127	\$130	\$133	\$391
Total	\$451	\$465	\$476	\$1,392

* Figures may not add to total due to rounding

Corridor Programming Targets (\$millions)

SB1 Trade Corridor Enhancement Program Targets	Target*
Statewide Target: Caltrans	\$557
Regional Target: Bay Area and Central Valley	\$226
Regional Target: Other Corridors	\$610
Total	\$1,392

* Target may not match Fund Estimate due to rounding

Attachment B
MTC Resolution No. 4418
SB1 Trade Corridor Enhancement Program (TCEP)
Program of Bay Area Nominations
FY 2020-21, FY 2021-22, and FY 2022-23
May 2020

MTC Resolution No. 4418
Attachment B
Adopted: 05/27/20-C

Project List (\$millions)

SB1 Trade Corridor Enhancement Program (TCEP) Program of Bay Area Nominations			TCEP Amount
	County	Sponsor	
Port of Oakland Roundhouse Electric Vehicle (EV) Charging Facility	Alameda	Port of Oakland	\$9
Rail Grade Crossing Safety Improvements	Alameda	ACTC	\$25
I-680 / SR-4 Interchange Improvements	Contra Costa	CCTA	\$21
US-101 / SR-25 Interchange	Santa Clara	VTA	\$74
I-80 Westbound Cordelia Truck Scales (Design)	Solano	Caltrans/ STA	\$23
I-80 Express Lanes (Red Top to I-505)	Solano	Caltrans/ STA	\$123
Total			\$275



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-0728	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	4/28/2020	In control:		Programming and Allocations Committee	
On agenda:	5/13/2020	Final action:			
Title:	MTC Resolution No. 4420, Revised. Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Recovery Strategy				
	Staff will recommend revisions to Principle 5 to reflect the creation of a Blue Ribbon Task Force by the Commission to guide the region's transit recovery strategy.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	4b 20-0728 CARES Act Transit.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4420, Revised. Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Recovery Strategy

Staff will recommend revisions to Principle 5 to reflect the creation of a Blue Ribbon Task Force by the Commission to guide the region's transit recovery strategy.

Presenter:

Alix Bockelman

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2020

Agenda Item 4b - 20-0728

MTC Resolution No. 4420, Revised

Subject: Revisions to MTC Resolution No. 4220, the Coronavirus Aid, Relief, and Economic Security (CARES) Act.

Background: On April 22, 2020, the Commission approved the programming of more than \$780 million of federal funds to Bay Area transit agencies through the CARES Act. The distribution formula was developed through a partnership between MTC and Bay Area transit agencies and represents the first programming action (equivalent to 61%) for the roughly \$1.3 billion in CARES Act funding that is available. The remainder of the funding will be programmed in future months as further transit revenue impacts become clearer.

As part of the approval, the Commission directed staff to:

- 1) Finalize Principle 5 of the CARES Act funding guiding principles to inform the distribution of the remainder of the CARES Act funding (\$520 million or 39%);
- 2) Inventory transit agency safety efforts to protect the health of operators and transit riders; and
- 3) Establish a Blue Ribbon Transit Recovery Task Force to guide and inform the recovery of the Bay Area's public transit system and its role in the region's future – with a first priority providing input into the distribution of the CARES Act funding.

Funding Distribution - Principle 5

The first distribution of CARES Act funding was guided by four principles developed in consultation with transit operators. Principles 1 through 4 dealt with the need to act quickly to provide transit operators with funding to address revenue losses and costs arising from the COVID-19 crisis, and the need to allow flexibility in the distribution process to address changing circumstances and programming constraints. As staff reported at the April Commission meeting, a fifth principle was still in development that was intended to guide the distribution of the remainder of the CARES Act funding and a recommendation would be put forward in May at the Programming and Allocations Committee meeting.

There was significant interest from many stakeholders, including the Policy Advisory Council and SFMTA, in how the needs of transit-dependent passengers will be addressed as we develop the recovery plans in this financially stressed environment. Additionally, the Policy Advisory Council expressed an interest in exploring opportunities to ensure seamlessness and affordability for the customer. Staff took these comments into consideration in the development of its final recommendation and expect further consideration will be given to these areas through the work of the Blue Ribbon Transit Recovery Task Force.

Staff's recommendation for Principle 5 proposes that "future distribution(s) – beyond the initial phase – will be subject to a comprehensive COVID-19 recovery strategy that considers any recommended regional adjustments to ensure network connectivity, financial sustainability, and transportation system equity." A proposed action related to Principle 5 includes the development of

a COVID 19 recovery strategy by each operator that addresses right-sizing of service and financial sustainability, with consideration of equity and the lifeline service needs of the most transit dependent riders. Further actions related to Principle 5 are expected to be guided and developed by the Blue Ribbon Transit Recovery Task Force, that is described in more detail below.

A full list of the CARES Act funding distribution principles can be found in Attachment A to MTC Resolution 4420.

Inventory of Transit Agency COVID-19 Related Safety Efforts

Staff is currently surveying each transit agency in the region to determine the type and extent of their efforts to protect the health and safety of their operators and riders, and expects to provide an initial report to Commissioners at the May 13th Programming and Allocations Committee meeting. Information will continue to be refined and communicated through the Blue Ribbon Task Force.

Blue Ribbon Transit Recovery Task Force

In response to the Commission's directive to establish a Blue Ribbon Transit Recovery Task Force to guide the recovery of public transit and its role in the region, MTC Chair Scott Haggerty established the Blue Ribbon Transit Recovery Task Force and selected Commissioner Jim Sperring to serve as its chair. The Task Force will be composed of representatives of the MTC Commission, transit operators, and stakeholder groups (see Attachment A for the membership roster). The priorities of the panel are:


- 1) Determine the next CARES Act distribution formula and identify the categories to be funded.
- 2) Assess transit agency recovery strategies with an eye towards developing a regional approach to restoring ridership and stabilizing the transit network.
- 3) Provide recommendations for institutional and operational changes and evaluate MTC's future distribution of funds to transit operations

We believe this is a singular and urgent opportunity to convene the coalition of interests needed to lead the re-emergence of Bay Area public transit stronger, more connected, and more resilient in the wake of this crisis. Invitations have been sent out to the proposed Task Force members and the first meeting is being scheduled for late May.

Issues: None

Recommendation: Staff recommends Commission approval of MTC Resolution No. 4420, Revised

Attachment: Attachment A: Blue Ribbon Transit Recovery Task Force Membership Roster
MTC Resolution No. 4420, Revised (Attachment A)


Therese W. McMillan

Attachment A

Blue Ribbon Transit Recovery Task Force Membership Roster	
Invited	
Metropolitan Transportation Commission	
Chair Scott Haggerty Vice Chair Alfredo Pedroza Dave Cortese Nick Josefowitz Gina Papan David Rabbitt Jim Spering, Task Force Chair Amy Worth Therese W. McMillan, MTC Executive Director	
State of California	
State Senator Jim Beall <i>(or representative)</i> State Assembly Member David Chiu <i>(or representative)</i> CA State Transportation Agency Secretary David S. Kim <i>(or representative)</i>	
Transit Operators	
Michael Hursh, AC Transit Robert Powers, BART Rick Ramacier, CCCTA Denis Mulligan, GGBHTD Michael Tree, LAVTA Nancy Whelan, Marin Transit Jim Hartnett, SamTrans/Caltrain Jeffrey Tumlin, SFMTA Nuria Fernandez, VTA	
County Transportation Agencies	
Daryl Halls, BACTA Chair	
Stakeholders	
Labor Representative TransForm Seamless Bay Area Silicon Valley Community Foundation Bay Area Council Urban Habitat Disability advocacy representative/ Independent Resource Center of Contra Costa and Solano Counties MTC Policy Advisory Council	

Date: April 22, 2020
W.I.: 1512
Referred By: Commission
Revised: 05/27/20-C

ABSTRACT

Resolution No. 4420, Revised

This resolution approves the process, establishes the criteria, and programs projects for Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula and 5311 Rural Area formula funds apportioned to the San Francisco Bay Area pursuant to the Coronavirus Aid, Relief, and Economic Security Act (H.R. 748) for FY2019-20 Emergency Transit Operations Assistance.

This resolution includes the following attachments:

Attachment A – Principles for Distribution of CARES Act (H.R. 748) Supplemental
Federal Transit Administration Formula Funds

Attachment B – FY2019-20 Emergency Transit Operations Programming Policy

Attachment C – FY2019-20 Emergency Transit Operations Program of Projects

On May 27, 2020, Attachment A was revised to incorporate proposed actions for Principle 5.

Further discussion is contained in the memorandum to the MTC Programming and Allocations Committee dated May 13, 2020.

Date: April 22, 2020
W.I.: 1512
Referred By: Commission

RE: San Francisco Bay Area FY2019-20 Emergency Transit Operations Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4420

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

WHEREAS, the Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) has been signed into law in response to the nationwide Coronavirus pandemic, which provides supplemental appropriations for Emergency Transit Operations Assistance through the Federal Transit Administration (FTA) Section 5307 Urbanized Area and Section 5311 Rural Area formula programs; and

WHEREAS, MTC is the designated recipient of the FTA Section 5307 Urbanized Area Formula Program 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 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 for the Section 5311 funds in non-urbanized areas; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a set of principles to guide the development of the process and methodology for the initial distribution of CARES Act supplemental federal transit funds; and which provide for adjustments for subsequent distributions, as set forth in Attachment A, which is incorporated herein as though set forth at length; and

WHEREAS, the Policy to be used for the distribution of funds is set forth in Attachment B, which is incorporated herein as though set forth at length; and

WHEREAS, the projects to be funded are set forth in the detailed project listings in Attachment C, which are incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves FY2019-20 Emergency Transit Operations Programming Policy as set forth in Attachment B; and, be it further

RESOLVED, that MTC will use the Policy as set forth in Attachment B to program supplemental FTA Sections 5307 and 5311 formula funds appropriated in the CARES Act for Emergency Transit Operations Assistance as provided under statute; and, be it further

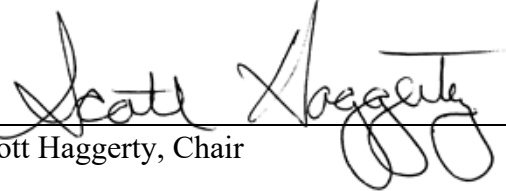
RESOLVED, that MTC will return to the Commission to consider and approve those criteria and factors that will be identified for and associated with Principle 5 as provided for in Attachment A, as a basis for subsequent distributions beyond the initial distribution; and, be it further

RESOLVED, that MTC adopts the FY2019-20 Emergency Transit Operations Program of Projects to be funded as set forth in Attachment C; and, be it further

RESOLVED, that the Executive Director of MTC, or their designee, is authorized and directed to modify the Program of Projects as listed in Attachment C to meet requirements of FTA, and be it further

RESOLVED, that the Executive Director of MTC, or their designee, is authorized and directed to forward a copy of this resolution to the Federal Transit Administration (FTA) or other 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 on April 22, 2020.

Date: April 22, 2020
W.I.: 1512
Referred By: Commission

Attachment A
Resolution No. 4420
Page 1 of 2

**Principles for Distribution of CARES Act (H.R. 748) Supplemental
Federal Transit Administration Formula Funds**

Principles	Proposed Action
1. Move quickly to distribute first allocation of funds to operators as soon as possible.	Recommend an allocation formula and distribution of an initial installment of funds for approval no later than at the regularly-scheduled MTC Commission meeting on April 22 nd .
2. Distribute funding in a manner that best addresses operators' needs arising from the COVID-19 crisis.	Pursue agreement with transit operators on a distribution framework that comes as close as possible to anticipated transit operator costs associated with COVID-19, consistent with the intent of the CARES Act to direct funding according to need. Recognize the different revenues that comprise operator budgets and that will be affected by the COVID-19 crisis.
3. Allow flexibility to enable the region to address uncertainty/changed circumstances.	Distribute the funds in multiple phases. Limit the initial distribution of funds to approximately 60% of the total funding, given the challenge of accurately predicting revenue losses. Return to the Commission in July with a second programming action to revisit the formula and make any necessary adjustments based on more accurate information on revenue losses and costs incurred from March through June, and more refined forecasts of revenue impacts through the remainder of 2020.
4. Address urbanized area (UZA) constraints associated with federal funds with a needs-based funding distribution of any COVID-19 supplemental state funds.	Because the federal funds are apportioned to the region by UZAs (5 large and 7 small), there may be limitations in how well a regionwide formula can distribute funds in accordance with operators' actual needs. MTC should take this into consideration in distributing any potential supplemental emergency state funds provided to the region that are under MTC discretion to best achieve a 'needs-based' distribution of the combined state and federal COVID-19 supplemental funds.

<p>5. Future distribution(s) – beyond the initial phase – will be subject to a comprehensive COVID-19 recovery strategy that considers any recommended regional adjustments to ensure network connectivity, financial sustainability, and transportation system equity.</p>	<p>Each operator will develop and provide MTC with a COVID-19 recovery strategy. The recovery strategies will consider a) right sizing the services, including criteria for reinstating any service reductions undertaken; b) financial sustainability, including assumptions and rationale regarding how quickly and to what level ridership will recover; and c) how equity/lifeline services are being addressed, including identification of the most transit dependent riders and prioritization of their needs.</p> <p>The proposed actions for this principle will be further guided by the work and direction of the Blue Ribbon Transit Recovery Task Force.</p>
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Date: April 22, 2020
W.I.: 1512
Referred By: Commission

Attachment B
Resolution No. 4420
Page 1 of 6

**San Francisco Bay Area FY2019-20 Emergency Transit Operations
Assistance Programming Policy**

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

I. About the Policy

- a. **Background:** The FY2019-20 Emergency Transit Operations Assistance Programming Policy applies to the programming of supplemental Federal Transit Administration Section 5307 Urbanized Area and 5311 Rural Area formula program funds apportioned to the San Francisco Bay Area in FY2019-20, pursuant to the Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748).

This policy contains the rules for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region.

On March 27, 2020, the President signed the CARES Act into law, providing supplemental appropriations for emergency transit operations in response to the global Coronavirus pandemic. These supplemental appropriations were provided via existing FTA Section 5307 and 5311 formula programs, and follow many of the same statutory guidelines and requirements. However, the funds are explicitly eligible for use for operating assistance and capital expenses related to transit operator response to the Coronavirus pandemic.

- b. **Goals & Objectives:** The goal of this policy is to provide emergency operating assistance to transit operators to mitigate lost fare revenues, reduced sales tax revenues, and other lost revenues, and increased costs associated with the Coronavirus pandemic; recognizing distinctions between initial responses to the crisis, and recovery efforts emerging from it;

II. The Policy

a. FTA Funds

- i. **Federal Eligibility:** In addition to the typical eligibility for capital and operating projects for the FTA Section 5307 Urbanized Area and FTA Section 5311 Rural Area Formula Programs as described in detail in MTC Resolution Nos. 4036, Revised (5311 Program Policy), and 4242, Revised (Transit Capital Priorities Policy), the CARES Act also makes these funds *“available for the operating expenses of transit agencies related to the response to a coronavirus public health emergency as described in section 319 of the Public Health Service Act, including, beginning on January 20, 2020, reimbursement for operating costs to maintain service and lost revenue due to the coronavirus public health emergency, including the purchase of personal protective equipment, and paying the administrative leave of operations personnel due to reductions in service.”* Further, the CARES Act provides this supplemental funding up to a 100% Federal share.
- ii. **Regional Eligibility:** Transit operators are required to submit annual reports to the National Transit Database (NTD). Service factors reported in large urbanized areas partially determine the amounts of FTA Section 5307 funds generated in the region. An operator is eligible to be programmed and apply to FTA for funds only in designated UZAs, as outlined in Table 1 below. Eligibility is based on geographical operations and 2018 self-reported NTD information and may be broader than the UZA eligibility for the Transit Capital Priorities (TCP) Program (MTC Resolution No. 4242, Revised) typically used for distribution of FTA formula funds, in which

certain operator agreements are recognized. Additionally, MTC is an eligible recipient in each UZA in the region.

Table 1. Urbanized Area Eligibility

Urbanized Area	Eligible Transit Operators[†]
San Francisco-Oakland	Alameda-Contra Costa Transit District (AC Transit), Altamont Corridor Express (ACE)*, San Francisco Bay Area Rapid Transit District (BART), Peninsula Corridor Joint Powers Board (Caltrain), Fairfield and Suisun Transit (FAST)*, Golden Gate Bridge, Highway & Transportation District (GGBHTD), Marin County Transit District (Marin Transit)*, MTC, San Francisco Municipal Transportation Authority (SFMTA), San Mateo County Transit District (SamTrans), Santa Clara Valley Transportation Authority (VTA), Solano County Transit (SolTrans)*, Sonoma-Marín Area Rail Transit (SMART)*, City of Union City (Union City Transit)*, Water Emergency Transportation Authority (WETA)*, Western Contra Costa Transit Authority (WestCAT)*
San Jose	AC Transit, ACE*, Caltrain, MTC, VTA
Concord	ACE*, BART, Central Contra Costa Transit Authority (CCCTA)*, Eastern Contra Costa Transit Authority (ECCTA/Tri Delta Transit)*, Livermore-Amador Valley Transit Authority (LAVTA)*, MTC, SolTrans*
Antioch	BART, ECCTA/Tri Delta Transit*, MTC
Santa Rosa	GGBHTD, MTC, Santa Rosa CityBus*, SMART*, Sonoma County Transit*
Vallejo	FAST*, MTC, SolTrans*, WETA*
Fairfield	FAST*, MTC, SolTrans*
Vacaville	City of Vacaville (CityCoach)*, FAST*, MTC
Napa	MTC, NVTA/Vine*
Livermore	ACE*, LAVTA*, MTC
Gilroy-Morgan Hill	Caltrain, MTC, VTA
Petaluma	GGBHTD, City of Petaluma*, MTC, SMART*, Sonoma County Transit*

[†] Eligibility based on 2018 NTD Report Data

*Small Operator

The FTA Section 5311 Rural Area formula program provides funds to transit operators for service in non-urbanized and rural areas. Operator eligibility is determined by non-urbanized service as provided in the 2012 Regional Transit Database, as explained in MTC Resolution No. 4036, and as self-reported in 2018 NTD reporting. Operators eligible to receive Rural Area formula program funds, based on their provision of rural and non-urbanized area service are as follows:

AC Transit	FAST	SamTrans
Caltrain	LAVTA	SolTrans
CCCTA	Marin Transit	Sonoma County Transit
City of Dixon	NVTA/Vine	Vacaville CityCoach
City of Rio Vista	Petaluma	VTA

ECCTA/Tri Delta Transit

Per the State Management Plan for Federal Transit Funds, Caltrans makes final determination of project eligibility for Section 5311 Rural Area Formula funds.

b. Funding Distribution Methodology

- i. Regional Programming Approach: The Regional Programming Approach, as described below, is designed to prioritize funds to operators based on needs. The approach assumes a regional programming perspective and constrains regional demands to the amount of funds available to the region, prior to programming funds to project. It then assigns funds from urbanized areas in the following order:
 1. Fund needs for operators that are restricted to receiving funds in one UZA (e.g., SFMTA, WestCAT, CCCTA, etc.).
 2. Fund balance of operator needs among multiple UZAs, as eligibility allows, with the objective of fully funding needs (as defined in III.a., below) due to the Coronavirus to the maximum extent possible.
 3. Reduce operator funding proportionately in UZAs where needs exceed available funding.
 4. If, after Future Phase(s) funds are programmed to address pandemic-related operator needs (further described in III.a.2. below), any remaining funds will be programmed for eligible recipients per the TCP Policy (MTC Resolution No. 4242, Revised), but using the UZA eligibility outlined in Table 1 to maintain maximum flexibility with these funds.
- ii. Phased Distribution of Funds: Funds will be distributed in two Phases:
 1. Phase 1: 60.6% of the region's apportionment will be assigned to operators in Phase 1. This phase is intended to roughly address estimated direct operating impacts as a result of the Coronavirus pandemic through June 30, 2020 (e.g., unrealized fare revenue as a result of decreased ridership, unrealized transit agency parking revenue, unrealized bridge toll revenue, increased expenses due to extra cleaning labor and supplies, etc.) using the methodology described in III.a.i., below.
 2. Future Phases: The remaining 39.4% of the region's apportionment will be assigned to operators in future phases following the Principles included in Attachment A, with emphasis on the recovery based considerations embodied in Principle 5, to be determined in consultation with regional partners and adopted by the Commission. The methodology for future phases is described in III.a.ii., below.

III. The Process

- a. The distribution of funds in Phases 1 and Future Phase(s) will utilize separate methodologies in order to balance the impacts of the Coronavirus pandemic on the various operators in the region. This process recognizes the myriad revenue sources that go into different operator budgets, and seeks to provide equitable levels of funding to each across the region.
 - i. Phase 1 Methodology: The following process describes the methodology used to determine the funding targets to distribute the region's apportionment of CARES Act supplemental FTA funds in Phase 1:
 1. MTC 1% Take-down: 1% of the funds will be assigned to MTC for operating assistance.
 2. The remaining Phase 1 funds will be targeted to operators proportionally based on the following three factors, weighted equally, and with a floor applied such that the Small Operators, as defined above, receive an amount equal to at least 17% of their FY2019-20 operating costs:
 - a. Fare box revenues as reported in operators' FY2019-20 Transportation Development Act (TDA) Claims;
 - b. Operating costs, as reported in operators' FY2019-20 TDA Claims; and
 - c. STA Revenue-based formula qualifying revenues (PUC99314), without the AB 1107 sales tax exclusion.
 - ii. Future Phase(s) Methodology: The following process describes the methodology used to determine the funding targets to distribute the region's apportionment of CARES Act supplemental FTA funds in Future Phase(s):
 1. *TBD (Will be amended concurrent with Commission programming of remaining funds, following continued discussion with regional partners and adoption by the Commission.)*
 - iii. Funding: Once operator funding targets are determined by the methodology outlined above, the Phase 1 and Future Phase(s) targets will be funded using the Regional Programming Model described in II.b.i, above.
- b. Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a Transportation Improvement Program (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.

The CARES Act waives the typical requirement for TIP inclusion for the supplemental

apportionments included in the Act used for operating assistance or to pay for capital expenses for emergency relief do not need to be included in the TIP/STIP unless the projects are for substantial functional, locational, or capacity changes. [23 CFR §§ 450.326(e)(5), 450.218(g)(5)]. Over time, MTC will work to incorporate all such funding from the CARES Act in to the TIP for fund monitoring purposes. However, inclusion in the TIP is not a precondition for receiving these funds.

- c. **Process for Programming Revisions & Amendments:** The principles, policy, and associated programming (Attachments A, B, and C to this resolution) will be revised at a later date to include Future Phase funding amounts for operators and to include more detail on the FTA Section 5311 process, as needed, once provided by Caltrans. MTC will consider revisions to an operator's programming as requested.
- d. **Grant Applications:**
 - i. **FTA Section 5307 Programs:** 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 or other required materials to FTA on behalf of project sponsors as needed.
 - ii. **FTA Section 5311 Program:** Operators are responsible for working with Caltrans, the designated recipient and grantee for the Section 5311 program, to respond to calls for projects and submit required materials to access these funds. MTC will assist with the Regional Agency/Transportation Planning Agency (TPA) Certifications and Assurances and any other documentation, as needed.

FY2019-20 Emergency Transit Operations Program of Projects

TIP ID	Operator	Project Description	Total FTA Program*	FTA Section 5307	FTA Section 5311*
Apportionments			1,288,388,608	1,283,243,071	5,145,537
Phase 1 Programming					
TBD	AC Transit	CARES Act-eligible Projects	80,366,395	80,366,395	
TBD	ACE ¹	CARES Act-eligible Projects	2,680,453	2,680,453	
TBD	BART	CARES Act-eligible Projects	251,637,050	251,637,050	
TBD	Caltrain	CARES Act-eligible Projects	49,292,725	49,292,725	
TBD	CCCTA	CARES Act-eligible Projects	7,067,680	7,067,680	
TBD	City of Dixon	CARES Act-eligible Projects	305,302	-	305,302
TBD	ECCTA	CARES Act-eligible Projects	3,891,364	3,891,364	
TBD	City of Fairfield	CARES Act-eligible Projects	2,002,985	2,002,985	
TBD	GGBHTD	CARES Act-eligible Projects	30,163,006	30,163,006	
TBD	LAVTA	CARES Act-eligible Projects	3,501,369	3,501,369	
TBD	Marin Transit	CARES Act-eligible Projects	5,438,809	5,199,037	239,772
TBD	MTC	CARES Act-eligible Projects	7,808,416	7,808,416	
TBD	NVTA	CARES Act-eligible Projects	2,701,734	2,461,683	240,051
TBD	City of Petaluma	CARES Act-eligible Projects	498,342	498,342	
TBD	City of Rio Vista	CARES Act-eligible Projects	119,328	-	119,328
TBD	SFMTA	CARES Act-eligible Projects	197,190,672	197,190,672	
TBD	SamTrans	CARES Act-eligible Projects	28,519,037	28,341,472	177,565
TBD	City of Santa Rosa	CARES Act-eligible Projects	2,493,979	2,493,979	
TBD	Solano County Transit	CARES Act-eligible Projects	2,590,800	2,590,800	
TBD	Sonoma County Transit	CARES Act-eligible Projects	3,014,482	2,464,786	549,696
TBD	SMART	CARES Act-eligible Projects	10,375,471	10,375,471	
TBD	Union City Transit	CARES Act-eligible Projects	922,560	922,560	
TBD	City of Vacaville	CARES Act-eligible Projects	488,659	488,659	
TBD	VTa	CARES Act-eligible Projects	73,023,596	72,932,222	91,374
TBD	WCCTA	CARES Act-eligible Projects	2,218,204	2,218,204	
TBD	WETA	CARES Act-eligible Projects	12,529,212	12,529,212	
Phase 1 Program Total			780,841,629	779,118,541	1,723,088
Fund Balance			507,546,978	504,124,530	3,422,449
Future Phase Programming					
TBD	AC Transit	CARES Act-eligible Projects	-		
TBD	ACE	CARES Act-eligible Projects	-		
TBD	BART	CARES Act-eligible Projects	-		
TBD	Caltrain	CARES Act-eligible Projects	-		
TBD	CCCTA	CARES Act-eligible Projects	-		
TBD	City of Dixon	CARES Act-eligible Projects	-		
TBD	ECCTA	CARES Act-eligible Projects	-		
TBD	City of Fairfield	CARES Act-eligible Projects	-		
TBD	GGBHTD	CARES Act-eligible Projects	-		
TBD	LAVTA	CARES Act-eligible Projects	-		
TBD	Marin Transit	CARES Act-eligible Projects	-		
TBD	MTC	CARES Act-eligible Projects	-		
TBD	NVTA	CARES Act-eligible Projects	-		
TBD	City of Petaluma	CARES Act-eligible Projects	-		
TBD	City of Rio Vista	CARES Act-eligible Projects	-		
TBD	SFMTA	CARES Act-eligible Projects	-		
TBD	SamTrans	CARES Act-eligible Projects	-		
TBD	City of Santa Rosa	CARES Act-eligible Projects	-		
TBD	Solano County Transit	CARES Act-eligible Projects	-		
TBD	Sonoma County Transit	CARES Act-eligible Projects	-		
TBD	SMART	CARES Act-eligible Projects	-		
TBD	Union City Transit	CARES Act-eligible Projects	-		
TBD	City of Vacaville	CARES Act-eligible Projects	-		
TBD	VTa	CARES Act-eligible Projects	-		
TBD	WCCTA	CARES Act-eligible Projects	-		
TBD	WETA	CARES Act-eligible Projects	-		
Future Phase Program Total			-	-	-
Total Programming (Phase 1 + Future Phase)			780,841,629	779,118,541	1,723,088
Fund Balance			507,546,978	504,124,530	3,422,449

Notes:

*Estimated amount. Final 5311 amount to be provided by Caltrans.

1. Programming for ACE equal to 50% of the calculated need; remaining 50% will be funded from the San Joaquin Region.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0702 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 4/23/2020 **In control:** Programming and Allocations Committee
On agenda: 5/13/2020 **Final action:**
Title: Transit Operating Program Funding, Performance and Planning Updates

This item provides an overview of steps being taken to revise fund estimates, allocation procedures and performance and planning requirements to acknowledge COVID-19 realities.

Sponsors:

Indexes:

Code sections:

Attachments: [5a 20-0702 Transit Program Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Transit Operating Program Funding, Performance and Planning Updates

This item provides an overview of steps being taken to revise fund estimates, allocation procedures and performance and planning requirements to acknowledge COVID-19 realities.

Presenter:

Theresa Romell

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2020

Agenda Item 5a - 20-0702

Transit Operating Program Funding, Performance and Planning Updates

Subject: This item provides an overview of steps being taken to revise fund estimates, allocation procedures and performance and planning requirements to acknowledge COVID-19 realities.

Background: The impact of the COVID-19 pandemic and the associated Shelter in Place (SIP) order issued by the Governor on March 19th has led to a dramatic decrease in ridership on public transit systems across the Bay Area, as well as immediate and anticipated longer-term impacts on the revenue sources that transit operators depend on for their services.

While immediate impacts to transit fare revenue are clear, reliable data on which to base assumptions about longer-term impacts to other major revenue generators such as sales and fuel taxes is not as readily available.

- *Sales Taxes* – Revenue from sales taxes make up approximately 40% of transit operating budgets. Based on data from other parts of the country also under SIP orders, sales tax revenue could decline by as much as 75% for the period that the Bay Area is under a SIP order. We do not expect to have actual data on the impacts of the SIP order on a full month of sales tax generation until June.
- *Motor Vehicle/ Fuel Taxes and Tolls* – Transit operator budgets also include revenues that track vehicle travel changes. Based on various sources, vehicle miles travel (VMT) has decreased on California highways and local streets between 40 - 80% since the SIP order was issued. The collapse in global oil prices and the resulting lower price of diesel fuel further depresses diesel sales tax revenue, although the U.S. Energy Information Administration (EIA) forecasts that diesel prices will decline significantly less than regular gasoline in the near-term due to increased demand for trucking and delivery.

FY 2020-21 Fund Estimate

As part of MTC's administration of annual transit operations funding programs, staff develops, and the Commission approves an annual fund estimate containing anticipated revenue for the current and upcoming fiscal years for key transit operating funds.

The Commission approved the FY 2020-21 Fund Estimate on February 26, 2020 prior to the SIP order and it does not currently account for the impacts of

the COVID-19 crisis on forecasted revenue. The Fund Estimate is used by transit agencies to inform their budgets and provides a basis for operator funding claims. The revenue allocated through the Fund Estimate comprises 60-75% of the operating revenue for the smaller operators. The Fund Estimate contains County Auditor forecasts of the quarter-cent Transportation Development Act (TDA) sales tax as well as estimates for Assembly Bill 1107 (AB1107) ½ cent sales tax, certain bridge tolls, and state estimates of State Transit Assistance (STA), State of Good Repair (SGR) Program, and Low Carbon Transit Operations Program (LCTOP) revenues for FY 2019-20 and FY 2020-21.

By state statute, the Fund Estimate must be adopted by March 1st each year and is typically revised in July and September to “true-up” forecasted revenue with actual receipts for the recently completed fiscal year. Staff does not expect to have reliable information on fourth quarter sales tax revenue generation or revised STA amounts to inform a revision to the FY 2020-21 Fund Estimate prior to the scheduled July 2020 revision.

Annual Fund Estimate Update Schedule

Timeframe	Document	Update
July 2020	FY 2020-21 Fund Estimate Revision #1	<ul style="list-style-type: none">• Reconciliation of TDA and AB 1107 sales tax estimates with actual receipts for FY 2019-20
September 2020	FY 2020-21 Fund Estimate Revision #2	<ul style="list-style-type: none">• Reconciliation of STA estimates with actual receipts for FY 2019-20• Revised estimate of FY 2020-21 STA revenue based on Governor’s Approved Budget
February 2021	Adoption of FY 2021-22 Fund Estimate	<ul style="list-style-type: none">• Revised County Auditor estimates of FY 2020-21 TDA revenue and new revenue estimates for FY 2021-22

Annual Claims Process

Although the Fund Estimate sets forth the amount available for allocation, given the COVID-19 impacts on certain revenue streams, business as usual would almost certainly result in severe rescissions at the end of the fiscal year. To mitigate the risk of rescissions on operator budgets, staff recommends that transit operator claims be limited to 75% of TDA and AB 1107 amounts shown to be available for allocation in the FY 2020-21 Fund Estimate and to within the revised funding levels in the May Budget Revise for STA funds. Staff does not recommend any limitations on agencies claiming 2% and 5% bridge toll funds, SGR Program, or LCTOP funding.

The 2% and 5% bridge toll funds are not affected by currently reduced bridge toll revenue because of reliance on a 2010 lump sum transfer of revenues from BATA and state budget contributions, respectively. The SGR projects are approved by Caltrans before allocations are made and any estimated revenue adjustment will be incorporated into allocations which are typically made in early 2021. The LCTOP requests are approved in spring 2021 and are based on actual Cap-and-Trade auction receipts. Transit operators are advised to expect lower auction proceeds due to reduced demand for emission allowances.

Regional Measure 2 (RM2) Operating Revenue

The RM2 Operating Program receives 38 percent of the revenue generated from the \$1 RM2 toll. Based on lower bridge traffic volumes, MTC's Finance Section estimates that the RM2 Operating program will see a revenue decline of approximately 15 percent from what was originally budgeted for FY 2019-20 and approximately 30 percent in FY 2020-21 over the previous year. The estimated reductions to the operating program for FY 2019-20 and FY 2020-21 are approximately \$7 million, and \$14 million, respectively.

Performance and Planning Requirements

Given the uncertainty surrounding funding levels and service needs, staff is proposing changes to current performance and planning requirements. This proposal would provide time for transit operators to develop recovery strategies and for the Transit Recovery Task Force to develop recommendations for regional recovery and policies going forward.

Regional Measure 2 Performance Monitoring:

In recognition of the difficulty that operators will face in meeting farebox recovery and productivity performance standards associated with RM2 Operating funding, staff proposes to waive these performance requirements from FY 2018-19 through FY 2020-21. Staff will evaluate the appropriateness of re-instating performance standards in FY 2021-22 and may consider modification of the RM2 Operating performance requirements to make them consistent with those being developed for Regional Measure 3 operating funds.

Despite the temporary elimination of performance requirements, staff will continue to monitor the performance of RM2 Operating projects and will work with project sponsors to develop corrective actions for poorly performing routes, as needed and as appropriate.

Short Range Transit Plans:

MTC provides Federal Transit Administration planning grants to transit operators to produce 10-year Short Range Transit Plans (SRTPs) and requires that these plans be developed on a two-year cycle. Funding for FY 2019-20

has been programmed for large operator SRTPs, and funding for small-medium sized operator SRTPs was planned to be programmed in FY 2020-21.

As operators focus on the development of service plans to coincide with a post-COVID-19 environment, staff will allow transit operators scheduled to begin update of their SRTPs in the current and next fiscal years to take a two-year hiatus from this requirement

- Issues:**
- 1) To mitigate the risk of rescissions on operator budgets, staff will limit transit operator funding claims to 75% of TDA and AB 1107 amounts shown to be available for allocation in the FY 2020-21 Fund Estimate and will limit STA allocations to revised funding levels included in the Governor's May Budget Revise.
 - 2) Based on lower bridge traffic volumes, staff estimates that the RM2 Operating program will see a revenue decline of approximately 15 percent from what was originally budgeted for FY 2019-20 and approximately 30 percent in FY 2020-21 over the previous year.

Recommendation: None

Attachments: Attachment A - Economic Background and Initial Revenue Trends



Therese W. McMillan

Attachment A

Economic Background and Initial Revenue Trends

The impact of the COVID-19 pandemic and the associated Shelter in Place (SIP) order issued by the Governor on March 19th has led to a dramatic decrease in ridership on public transit systems across the Bay Area, as well as immediate and anticipated longer-term impacts on the revenue sources that transit operators depend on for their services. With this memo, staff proposes a framework and approximate schedule for adjusting transit operating revenue forecasts and funding processes that take into account the changing economic circumstances.

Economic Background

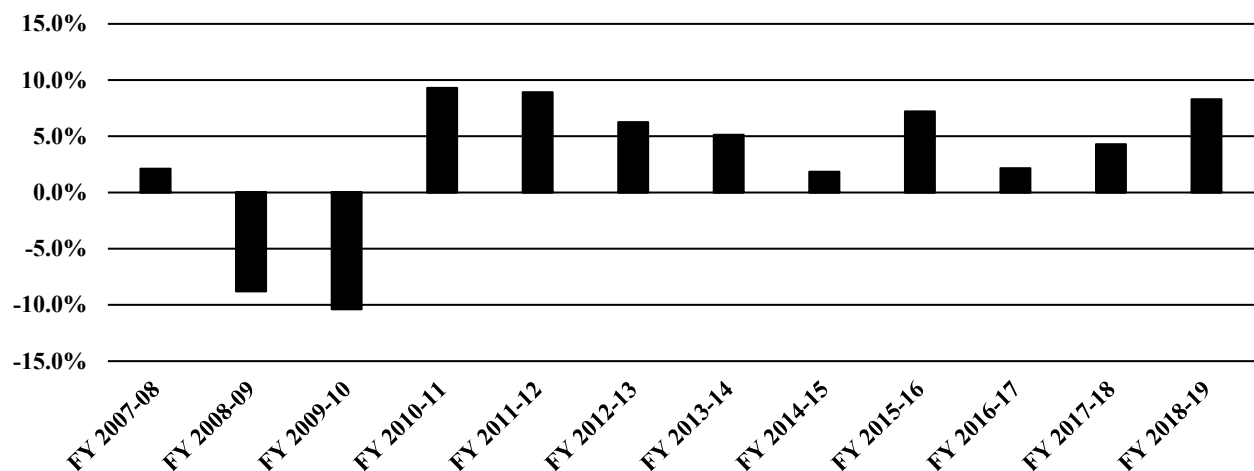
Although the immediate impact of the SIP order on transit fare revenue has been clear and measurable, reliable data on which to base assumptions about longer-term impacts to other major revenue generators is not as readily available. Adding to this financial uncertainty are questions about the magnitude and duration of the economic recession that has just begun, as well as how demand for transit service will rebound and what the “right-sizing” of transit service to adjust to changing demand will resemble.

Sales Taxes:

Revenue generated from sales taxes is a large contributor to transit operating budgets, making up nearly 40% of revenues used to operate our systems. There is typically a two -month lag in the reporting of actual monthly sales tax generation by the California Department of Tax and Fee Administration (CDTFA), which limits the data on actual impacts available at this time. Anecdotally, and based on data from other parts of the country also under SIP orders, sales tax revenue could decline by as much as 75% for the period that the Bay Area is under a SIP order. We do not expect to have actual data on the impacts of the SIP order on a full month of sales tax generation until June.

The long-term impacts on sales tax revenue will be determined by the depth and length of the anticipated recession. During the Great Recession of 2008-2010 sales tax revenue across the nine Bay Area counties declined by an average of more than 18% from its peak in FY 2007-08 to its low point in FY 2009-10. It took three more years for sales tax revenue to return to pre-recession levels in nominal dollars and total of eight years, until FY 2015-16, for sales taxes to equal FY 2007-08 levels in inflation adjusted dollars. Recovery from the Great Recession was a slow process, it is still unclear whether the recession caused by the global COVID-19 pandemic will resemble a “V”, with a steep decline followed by a rapid recovery or an elongated “U”, with a rapid decline, long low point, and eventual recovery.

Chart 1. *Percent Change in Bay Area Sales Tax Revenue, FY 2007-08 to FY 2018-19*

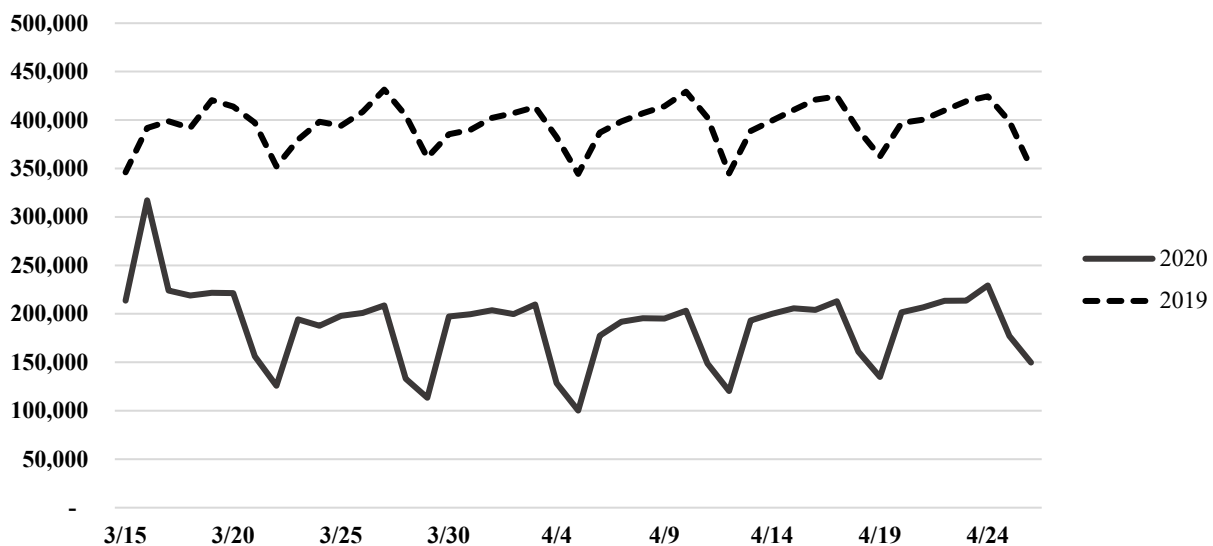


Motor Vehicle Based Taxes and Tolls:

Motor vehicle travel also impacts transit operations funding primarily by its generation of toll revenue and diesel fuel sales taxes. Fewer vehicle miles traveled (VMT) translates into fewer bridge crossings and less demand for fuel. In addition, the collapse in global oil prices and the resulting lower price of diesel fuel further depresses diesel sales tax revenue. However, on a somewhat brighter note for transit funding the U.S. Energy Information Administration (EIA) forecasts that diesel prices will decline significantly less than regular gasoline in the near-term due to increased demand for long-haul trucking and last-mile delivery.

Since the SIP order was issued VMT across the Bay Area has fallen by unprecedented levels. Based on data from the Caltrans Performance Measurement System (PeMS), which tracks VMT on the state highway system (freeways and certain highways/arterial roads), VMT statewide has decreased by at least 40%. Here in the Bay Area we know that crossings on the seven state-owned toll bridges managed by the Bay Area Toll Authority (BATA) are down by over 50% and mobile phone location based services (LBS) data collected and analyzed by San Francisco firm StreetLight Data indicates that VMT across all streets, roads, freeways, and highways in the Bay Area is down by an average of over 80% when compared to VMT data for January 2020.

Chart 2. Total Bridge Crossings - All BATA Bridges



Based on lower bridge traffic volumes, MTC's Finance Section estimates that bridge toll operations programs will see a revenue decline of approximately 15 percent from what was originally budgeted for FY 2019-20 and approximately 30 percent in FY 2020-21 over the previous year.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0644 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 4/10/2020 **In control:** Programming and Allocations Committee
On agenda: 5/13/2020 **Final action:**
Title: California Transportation Commission (CTC) Update

Update on the March 25, 2020 and April 29, 2020 California Transportation Commission meetings.

Sponsors:

Indexes:

Code sections:

Attachments: [5b 20-0644 CTC Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

California Transportation Commission (CTC) Update

Update on the March 25, 2020 and April 29, 2020 California Transportation Commission meetings.

Presenter:

Kenneth Kao

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2020

Agenda Item 5b 20-0644

California Transportation Commission (CTC) Update

Subject: Update on the March 25, 2020 and April 29, 2020 California Transportation Commission meetings.

Background: The California Transportation Commission (CTC) is responsible for programming and allocating certain state funds for the construction of highway, passenger rail, non-motorized facilities, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has two (2) CTC members residing in its geographic area: Bob Alvarado (Executive Officer, Northern California Carpenters Regional Council) and Carl Guardino (President and CEO, Silicon Valley Leadership Group).

March and April CTC Meetings (March 25 and April 29, Held Online)

The CTC discussed the following issues of significance to the region. The below includes COVID-19 actions taken at the special April 29 CTC meeting.

Statewide Programs. The CTC received updates on the following items:

- 2020 State Transportation Improvement Program (STIP). The CTC approved the 2020 STIP, which provides about \$120 million in new funding for the Bay Area. The approved 2020 STIP includes \$66 million to match planned Senate Bill 1 (SB1) competitive program nominations:
 - Napa's SR-29/221 Soscol Junction project (\$24 million);
 - Santa Clara's US-101 Express Lanes Phase 5 project (\$8 million); and
 - Solano's I-80 Managed Lanes project (\$34 million).MTC approved the 2020 Regional Transportation Improvement Program (RTIP), which forms part of the STIP, in December 2019.
- 2020 State Highway Operation and Protection Program (SHOPP). Caltrans presented the proposed 2020 SHOPP. The adoption of the 2020 SHOPP is delayed by two months due to Caltrans's late submittal to CTC. On a Caltrans call with regional agencies, MTC staff reiterated support for inclusion of complete streets and resiliency type projects in the SHOPP. CTC is expected to consider the final SHOPP at its May meeting.

Senate Bill 1 Program Updates and Actions. The CTC approved the following:

- Schedule Impact from COVID-19. In the CTC Executive Director's report, the CTC directed staff to re-examine upcoming competitive program application due dates and program adoption timelines in light of the COVID-19 pandemic. Affected programs include the Solutions for Congested Corridors Program, Trade Corridor Enhancement Program, Local Partnership Program, and Active Transportation Program. CTC staff held a workshop on April 8 to gather input on an appropriate delay and recommended a revised schedule at the special April 29 CTC meeting. MTC staff supports additional time to prepare applications for these competitive programs, especially given the difficulty sponsors will have in gathering public input and for boards, councils, and commissions to meet under the current shelter-in-place restrictions. CTC approved application due date delays ranging from 17 to 19 calendar days, while keeping December 2020

program adoption date unchanged. CTC also approved schedule delays for the SB1 Local Streets and Roads program by two to three months.

- Final Program Guidelines. CTC adopted the final guidelines for the Local Partnership Program and Trade Corridor Enhancement Program. Applications are currently due by June 12 and July 15, respectively. CTC's current schedule targets competitive program adoption in December 2020. The schedules are subject to change in May given the COVID-19 circumstances discussed earlier.
- Active Transportation Program Final Guidelines. SB1 provides an additional \$100 million annually to the Active Transportation Program (ATP). CTC approved both the statewide and MTC's regional guidelines at the March meeting. Applications for both statewide and regional ATP pots were originally due by June 15; however, CTC approved a three-month delay at its special April 29 meeting. The new due application due date for both programs is September 15.

Allocations, Extensions, and Amendments. The CTC approved the following:

- Funding allocations for two Active Transportation Program (ATP) projects in Alameda County and Richmond (Contra Costa County);
- Funding allocation for one State Transportation Improvement Program (STIP) project in Napa County; and
- Funding allocation for one Transit and Intercity Rail Capital Program (TIRCP) project in Solano County.

For the above allocations, CTC provided a 12 month deadline to award a contract (from the standard 6 months) due to project delivery uncertainty caused by the COVID-19 pandemic. CTC will also consider a comprehensive approach to timely use of funds deadlines at its May meeting.

Related to COVID-19, the CTC delayed or deferred the following extension actions, which will be re-agendized for a future CTC meeting.

- Project allocation extensions for one STIP project in San Mateo County and one ATP project in Oakland (Alameda County);
- Contract award extension for one BATA-sponsored LPP project;
- Project completion extension for one ATP project in San Mateo County; and
- Project expenditure extension for one ATP project in Oakland (Alameda County).


MTC staff will continue to work with project sponsors of ATP and other CTC-managed programs to meet CTC delivery deadlines and requirements.

The next CTC meeting is will be held online as a one-day meeting on May 13th.

Issues: None.

Recommendation: Information. No action required.

Attachments: None.


Therese W. McMillan