



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, November 4, 2020

1:35 PM

Board Room - 1st Floor (REMOTE)

***** PLEASE NOTE DATE AND TIME *****

The Programming and Allocations Committee is scheduled to meet on Wednesday, November 4, 2020 at 1:35 p.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/84511059623>

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

US: +1 669 900 6833 or +1 408 638 0968 or +1 346 248 7799 or +1 253 215 8782 or +1 312 626 6799
or +1 646 876 9923 or +1 301 715 8592 or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 845 1105 9623

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

Committee members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial "*9". In order to get the full Zoom experience, please make sure your application is up to date.

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. Pledge of Allegiance

3. Compensation Announcement (Clerk)

4. Consent Calendar

- 4a. [20-1449](#) Minutes of the October 14, 2020 meeting
- Action: Committee Approval
- Attachments: [4a - 20-1449 - Oct 14 PAC Draft Minutes.pdf](#)
- 4b. [20-1466](#) Regional Measure 2 (RM2) and Regional Measure 3 (RM3) Capital Programs: Semi-Annual Update. Semi-annual update on the progress of projects that have received RM2 capital funds and projects issued RM3 Letters of No Prejudice (LONPs).
- Action: Information
- Presenter: Anne Spevack
- Attachments: [4b - 20-1466 - RM2 Capital Update.pdf](#)
- 4c. [20-1338](#) MTC Resolution Nos. 3989, Revised and 4202, Revised. Revisions to the MTC exchange program and the One Bay Area Grant Program (OBAG 2) to program \$1.6 million to 5 projects within the Priority Conservation Area (PCA) Grant Program.
- Action: Commission Approval
- Presenter: Mallory Atkinson
- Attachments: [4c - 20-1338 - Resos 3989 and 4202 - PCA Program.pdf](#)
- 4d. [20-1471](#) MTC Resolution Nos. 4035, Revised and 4202, Revised. Revisions to the One Bay Area Grant program (OBAG 1 and 2), including minor revisions within the Transit Performance Initiative, Regional Strategic Investments, and the Santa Clara County programs.
- Action: Commission Approval
- Presenter: Mallory Atkinson
- Attachments: [4d - 20-1471 - Resos 4035 and 4202 - OBAG1 and 2 Revisions.pdf](#)

- 4e. [20-1480](#) MTC Resolution No. 4431, Revised. Allocation of \$2.4 million in FY 2020-21 State Transit Assistance (STA) funds to WestCAT to support transit operations.

Action: Commission Approval

Presenter: Cheryl Chi

Attachments: [4e - 20-1480 - Reso 4431 - WestCAT Allocation.pdf](#)

- 4f. [20-1451](#) Transportation Development Act (TDA) Triennial Audit report for FY2019-20. A presentation of the findings from TDA Triennial Performance Audits of AC Transit, BART, Central Contra Costa County Transit Authority, Marin Transit, Petaluma, Santa Rosa, and Sonoma County Transit. Note the audit period was pre-COVID19.

Action: Information

Presenter: Christina Hohorst

Attachments: [4f - 20-1451 - TDA Performance Audits.pdf](#)

5. Regional

- 5a. [20-1467](#) Public Hearing: Proposed Amendments to the Regional Measure 2 (RM2) Program.

Pursuant to California Streets and Highways Code Section 20914(f), MTC proposes to modify the scope of two existing projects and reassign a total of approximately \$663,000 in RM2 funds:

- Modify scope of Transit Commuter Benefits Promotion project (RM2 project #35) to include transit recovery strategies identified by the Blue Ribbon Transit Recovery Task Force;
- Modify scope of Regional Express Lanes Network (RM2 project #38) to include operational improvements;
- Redirect \$225,000 in unused funds from Dumbarton Rail (RM2 project #4) to Dumbarton Forward suite of bus projects (under RM2 project #29); and
- Redirect \$438,000 in savings from Regional Rail Master Plan to RM2 project #35 for transit recovery strategies identified by the Blue Ribbon Transit Recovery Task Force.

A public hearing will be held at the meeting to take comments on the proposal.

Action: Public Hearing

Presenter: Craig Bosman

Attachments: [5a - 20-1467 - RM2 Public Hearing.pdf](#)

6. Information

6a. [20-1520](#) Transit Operations Funding

Staff will provide an overview of funding available for transit operations including information on the flexibility that exists to redirect funds designated for capital purposes to transit operations.

Action: Information

Presenter: Theresa Romell

Attachments: [6a - 20-1520 - Transit Operations Funding.pdf](#)

6b. [20-1474](#) California Transportation Commission (CTC) Update

Update on the October 21-22, 2020 California Transportation Commission meeting

Action: Information

Presenter: Kenneth Kao

Attachments: [6b - 20-1474 - CTC Update.pdf](#)

7. Public Comment / Other Business

8. Adjournment / Next Meeting:

The next meeting of the Programming and Allocations Committee is scheduled to be held on Wednesday, December 9, 2020 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105 (remotely and by webcast as appropriate depending on the status of any shelter in place orders).

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 #: 20-1449 **Version:** 1 **Name:**
Type: Minutes **Status:** Committee Approval
File created: 9/22/2020 **In control:** Programming and Allocations Committee
On agenda: 11/4/2020 **Final action:**
Title: Minutes of the October 14, 2020 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [4a - 20-1449 - Oct 14 PAC Draft Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the October 14, 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, October 14, 2020

9:45 AM

Board Room - 1st Floor (REMOTE)

Call Remote Meeting to Order

1. Roll Call / Confirm Quorum

Present: 8 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan, Commissioner Ronen, Commissioner Schaaf, and Commissioner Worth

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 Cortese, Commissioner Giacomini, Commissioner Mackenzie, and Commissioner Sperring

2. Consent Calendar

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

Aye: 8 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan, Commissioner Ronen, Commissioner Schaaf and Commissioner Worth

2a. [20-1337](#) Minutes of the September 9, 2020 meeting

Action: Committee Approval

2b. [20-1342](#) Quarterly Report of Executive Director Delegated Authority Actions

Action: Information

Presenter: Cheryl Chi

- 2c.** [20-1390](#) MTC Resolution No. 3649, Revised. Rescission of \$1.1 million from previous allocations to the Central Marin Ferry Connection Multi-Use Pathway and the Southern Segment of the North-South Greenway Gap Closure Project, and allocation of like amount to construction on the Northern Segment of the North-South Greenway project.
- Action: Commission Approval
- Presenter: Karl Anderson
-
- 2d.** [20-1339](#) MTC Resolution Nos. 3880, Revised, and 3881, Revised
- Revisions to the Lifeline Transportation Cycle 2 Program of Projects and the Proposition 1B - Regional Transit Program.
- Action: Commission Approval
- Presenter: Judis Santos
-
- 2e.** [20-0748](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-45.
- Action: Commission Approval
- Presenter: Adam Crenshaw
-
- 2f.** [20-1345](#) MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of No Prejudice to the Sonoma-Marín Area Rail Transit District (SMART) for \$5 million on the SMART Windsor Extension project.
- Action: Commission Approval
- Presenter: Anne Spevack
-
- 2g.** [20-1343](#) MTC Resolution No. 4419. Revision to the FY 2020-21 State Transit Assistance (STA) Regional Coordination Program to program \$1.5 million to replace real-time signs as part of the Hub Signage Program.
- Action: Commission Approval
- Presenter: Cheryl Chi
-
- 2h.** [20-1379](#) MTC Resolution No. 4428, Revised. Amendment to the FY 2020-21 Regional Measure 2 Marketing Program to redirect \$251,000 to the Healthy Transit Plan from the Hub Regional Resource Center.
- Action: Commission Approval
- Presenter: Cheryl Chi

- 2i. [20-1344](#) MTC Resolution Nos. 4430, Revised and 4431, Revised. Allocation of \$26.5 million in FY2020-21 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to several transit operators to support transit operations and capital projects in the region.

Action: Commission Approval

Presenter: Cheryl Chi

- 2j. [20-1340](#) MTC Resolution No. 4446. Cycle 6 Lifeline Transportation Program. Approval of FY 2018-19 and FY2019-20 Lifeline Cycle 6 Program of Projects.

Action: Commission Approval

Presenter: Judis Santos

3. Regional

- 3a. [20-1341](#) MTC Resolution No. 4439. Clipper START Pilot Expansion - Program of Projects.

Programming of \$5 million provided by Coronavirus Aid, Relief, and Economic Security (CARES) Act funds to Clipper START Pilot Cohort 2 Agencies for FY2020-21 and FY2021-22.

Action: Commission Approval

Presenter: Judis Santos

Aleta Dupree was called to speak.

Rich Hedges was called to speak.

Roland Lebrun was called to speak.

Upon the motion by Commissioner Bruins and the second by Commissioner Dutra-Vernaci, the Committee unanimously approved the referral of MTC Resolution No. 4439 to the Commission for approval. The motion carried by the following vote:

Aye: 8 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan, Commissioner Ronen, Commissioner Schaaf and Commissioner Worth

4. Public Comment / Other Business

5. Adjournment / Next Meeting:

The next meeting of the Programming and Allocations Committee is scheduled to be held on *** Wednesday, November 4, 2020 at 1:35 p.m. *** at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105 (remotely and by webcast as appropriate depending on the status of any shelter in place orders).



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1466 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/24/2020 **In control:** Programming and Allocations Committee
On agenda: 11/4/2020 **Final action:**
Title: Regional Measure 2 (RM2) and Regional Measure 3 (RM3) Capital Programs: Semi-Annual Update. Semi-annual update on the progress of projects that have received RM2 capital funds and projects issued RM3 Letters of No Prejudice (LONPs).

Sponsors:

Indexes:

Code sections:

Attachments: [4b - 20-1466 - RM2 Capital Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Regional Measure 2 (RM2) and Regional Measure 3 (RM3) Capital Programs: Semi-Annual Update. Semi-annual update on the progress of projects that have received RM2 capital funds and projects issued RM3 Letters of No Prejudice (LONPs).

Presenter:

Anne Spevack

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

November 4, 2020

Agenda Item 4b - 20-1466

Regional Measure 2 (RM2) and Regional Measure 3 (RM3) Capital Programs: Semi-Annual Update

Subject: Semi-annual update on the progress of projects that have received RM2 capital funds and projects issued RM3 Letters of No Prejudice (LONPs).

Background: **RM2 Capital Program**
RM2 was passed by the voters in March 2004 and the Commission began allocating funds in July 2004. The attached staff presentation is the latest semiannual report for the RM2 capital program.

Allocation/Expenditure Status

The RM2 Capital Program has a programmed amount of approximately \$1.59 billion. As of October 2020, MTC has approved \$1.57 billion in capital allocations, of which \$1.46 billion has been expended.

Project Status

The majority of projects are completed or are on track and under construction. Highlights of this report include the completion of the AC Transit Tempo Bus Rapid Transit (BRT) project, delivery of two new vessels for the new Richmond ferry service, opening of the public plaza at the San Francisco Ferry Terminal, continued delivery of new BART cars, and construction progress on Caltrain Electrification and the I-80/I-680/SR-12 interchange.

Staff continues to work with sponsors to move projects with remaining unallocated funds toward construction.

RM3 LONP Projects


In 2020, five RM3 projects were issued LONPs to allow the project to progress with an alternative fund source while preserving eligibility for RM3 reimbursement if the funds are made available. As of September 2020, no funds have been spent against these LONPs: some projects have encountered delays, while others are still preparing to advance to phases covered by the LONP.

On October 14, the CA Supreme Court announced that it will hold the RM3 case until it decides a related case, Zolly v City of Oakland, and pending that decision, will determine what to do with the RM3 case. This announcement further delays resolution of the lawsuit and potential availability of the RM3 funds. MTC staff are working with LONP sponsors, as well as sponsors that listed RM3 in SB1 competitive program nominations, on what the delay will mean for their projects..

Issues: None

Recommendation: Information

Attachments: Attachment 1 – Presentation Slides


Therese W. McMillan

Regional Measure 2 Capital Program Update



AC Transit Tempo BRT

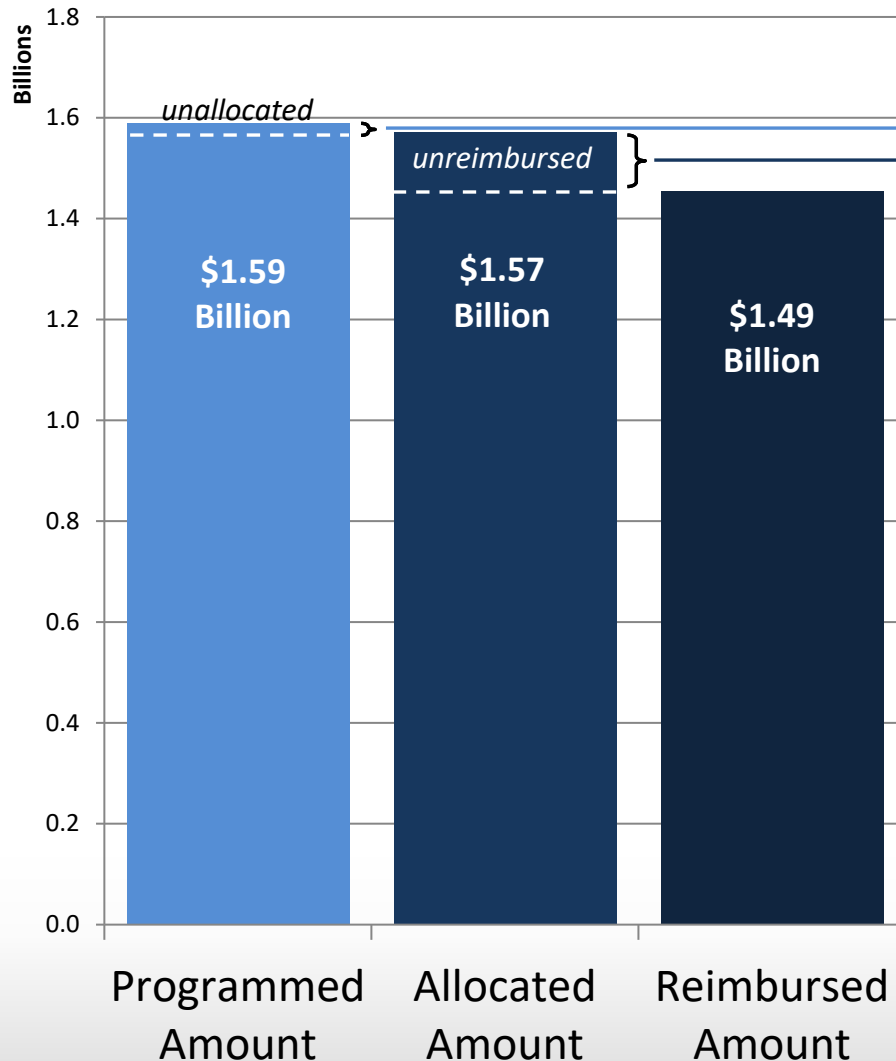


METROPOLITAN
TRANSPORTATION
COMMISSION

**Programming and Allocations
Committee**

November 4, 2020

Capital Program Summary



The remaining \$18 million not yet allocated includes the following projects:

- Bay Bridge Forward* (\$6M)
- I-580 Transit Improvements (\$5M)
- Express Bus South (Dumbarton) (\$5M)
- BART/Muni Connection (\$1.5M)

The \$77 million not yet reimbursed includes the following projects:

- Clipper Next Generation (\$13M)
- North South Greenway - Marin (\$12M)
- BART Cars* (\$10M)
- Dublin/Pleasanton Parking Garage (\$7M)
- Bay Bridge Forward* (\$5M)
- Regional Express Lanes (\$5M)
- AC Transit BRT (\$4M)
- Richmond Parkway P&R (\$3M)
- BART Extension to Warm Springs (\$2M)
- Irvington BART Station (\$2M)
- Dumbarton Bus Replacement (\$2M)

*Project funding added to RM2 program in December 2016

Program Assessment

- 99% of program allocated; 92% reimbursed
- Majority of projects are completed or “On Track” and “Under Construction”
- The COVID-19 pandemic has caused delays and cost increases on some projects entering or under construction; other essential projects have not been affected.
- MTC will continue to monitor projects to assess and minimize risks, including project delays and funding shortfalls, and to provide opportunities for meaningful scope changes.

AC Transit East Bay BRT

- The Tempo BRT opened for revenue service on August 9, 2020.
- Vehicle capacity is limited to 16 passengers, consistent with County COVID-19 restrictions.
- Project closeout ongoing.

BRT Station at Fruitvale



Tempo BRT Bus

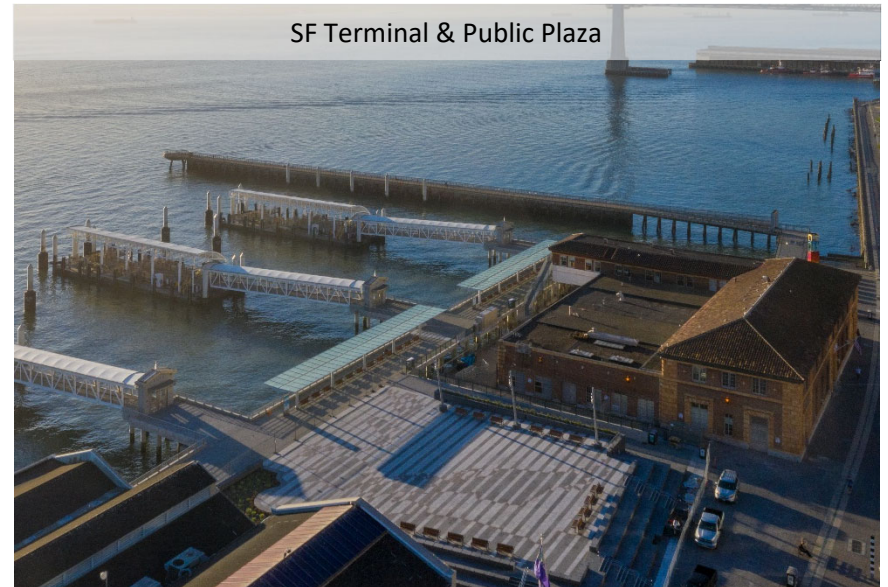


Ferry Projects

New WETA Vessel Serving Richmond Terminal



SF Terminal & Public Plaza



- **Richmond Ferry:** service began in January 2019
- Two new vessels delivered and in revenue service
- **SF Terminal expansion:** New gates and public plaza open to the public
- Construction complete except for permanent electrical service, which is expected to be complete by the end of 2020

Caltrain Electrification

- Electrification construction continues with foundation and poles
- Working with contractor to accelerate foundation installation and make up for previous delays
- EMU manufacturing procurements contract is 25% complete and 34 cars have been shipped to Salt Lake City for assembly and testing, but COVID-19 has caused some delays.
- Revenue service expected to begin 2022
- Key coordination activities with CA High Speed Rail Authority continue

EMU Testing Track



EMU Assembly



BART Cars

- \$40 million in RM2 and \$220 million in BART Exchange Account funds allocated in April 2020 to support continued assembly of cars during COVID-19
- 226 new cars received and 129 in service as of June 2020
- Car delivery continuing; approximately 16 cars/month until all 775 cars delivered under current contract with Bombardier



I-80/I-680/SR-12 Interchange – Solano County

- Initial Construction Package 1 (WB 80 – WB 12 Connector): Open for use, closeout in progress



- Continued work on PS&E and ROW for subsequent construction packages
 - Package 2a: EB12 – EB 80 Connector (see below)
 - Package 2b: Red Top Road Interchange
 - Package 3: I-80/I-680 Interchange
- Package 2a Details
 - Received \$53M in SB1 Trade Corridor funds in 2018
 - Expected completion in 2022
 - Construction cost increase: STA transferred STIP funds in August to cover cost increase

Bay Bridge Forward

- TDM platform installation for **Flexible On-Demand Transit Pilot** is complete, currently identifying potential operator for pilot transit service.
- **Commuter Parking Initiative** parking lot construction in Oakland and Albany nearly complete but opening delayed indefinitely due to COVID-19.
- **HOV enforcement** and **Vehicle Occupancy Detection Pilots** completed in 2018.
- Design consultant has been procured for the **Integrated Bridge Corridor** project to optimize traffic management systems at bridge approaches. Design is expected to begin by the end of 2020.
- Conceptual design nearly complete for Phase 2 of the **West Grand HOV/Bus Only Lane**, which will extend the shoulder HOV/bus lane on the West Grand on-ramp to the frontage road.



Marin North-South Greenway Gap Closure

- **Northern Segment**

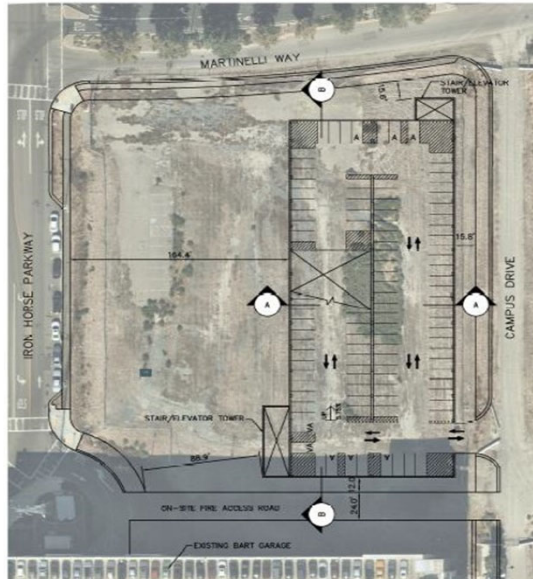
- Design and construction documents complete
- Construction bids were higher than the original estimates
- In October, Commission redirected Central Marin Ferry Connector savings and remaining Southern segment funds, to allow for construction award
- Construction completion expected December 2021



- **Southern Segment**

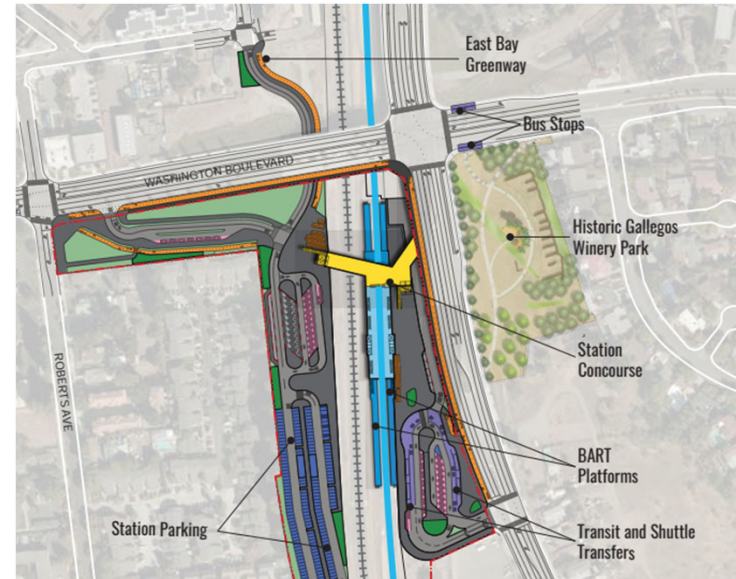
- Work suspended due to right of way conflict issue and lack of funding

Dublin/Pleasanton Parking Garage



- New 537 space parking garage at Dublin/Pleasanton BART Station
- Environmental documentation completed and construction funding secured in 2019
- Construction scheduled to start in December 2020

Irvington BART Station



- Infill BART station between Fremont and Warm Springs stations
- In 2019, BART board adopted revised, scaled back station plan
- Design currently underway
- Construction expected to start in 2022, pending a full funding plan

RM2 Program - Look Forward

- Most remaining projects in construction or starting construction within the next one to two years
- Working with sponsors who have unallocated funds and/or outstanding balances
 - Public hearing this month for proposed redirection of some project savings and scope changes
- Tracking New Starts/Small Starts projects closely
- Coordinating with other major programs and related projects, particularly SB1
- Monitoring Covid-19 impacts on projects and the region's transit systems

Regional Measure 3 LONP Projects Update

On October 14, the CA Supreme Court announced that it will hold the RM3 case until it decides a related case, Zolly v City of Oakland, and pending that decision, will determine what to do with the RM3 case. This announcement further delays resolution of the lawsuit and potential availability of the RM3 funds. MTC staff are working with LONP sponsors, as well as sponsors that listed RM3 in SB1 competitive program nominations, on what the delay will mean for their projects. Below are status updates on projects with LONPs collected prior to the RM3 lawsuit news.

- **Mission Bay Ferry Landing, WETA/Port of San Francisco:** Project on hold due to COVID-19 pandemic and a cost increase on the project.
- **Goods Movement- GoPort 7th St. Grade Separation, Alameda CTC:** ROW negotiations in progress.
- **I-680/SR-84 interchange and SR-84 widening, Alameda CTC:** Project is on schedule, preparing to advertise for construction.
- **I-80/680/SR-12 Interchange, Solano Transportation Authority:** Design has been completed and ROW acquisition is in progress.
- **US-101/I-580 Direct Connector, Transportation Authority of Marin:** Project development and stakeholder outreach are proceeding on schedule.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-1338	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	9/2/2020	In control:		Programming and Allocations Committee	
On agenda:	11/4/2020	Final action:			
Title:	MTC Resolution Nos. 3989, Revised and 4202, Revised. Revisions to the MTC exchange program and the One Bay Area Grant Program (OBAG 2) to program \$1.6 million to 5 projects within the Priority Conservation Area (PCA) Grant Program.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	4c - 20-1338 - Resos 3989 and 4202 - PCA Program.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 3989, Revised and 4202, Revised. Revisions to the MTC exchange program and the One Bay Area Grant Program (OBAG 2) to program \$1.6 million to 5 projects within the Priority Conservation Area (PCA) Grant Program.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

November 4, 2020

Agenda Item 4c - 20-1338

MTC Resolution Nos. 3989, Revised and 4202, Revised

Subject: Revisions to the MTC exchange program and the One Bay Area Grant Program (OBAG 2) to program \$1.6 million to 5 projects within the Priority Conservation Area (PCA) Grant Program.

Background: The Priority Conservation Area (PCA) Grant Program, initiated by MTC in 2013, provides funding for cities, counties, park districts and other agencies and non-profits to acquire, enhance, or improve access to designated PCAs. The PCA Grant Program is divided into two sub-programs:

- **North Bay Program** | Marin, Napa, Solano, Sonoma
The OBAG 2 framework directs the four North Bay County Transportation Agencies (CTAs) to lead the \$8.2 million North Bay program. The grant recommendations from the North Bay CTAs were approved by the Commission in April 2018.
- **Peninsula, Southern, and Eastern Counties Program** | Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara
The remaining \$8.2 million provided in the OBAG 2 framework is distributed through a competitive call for projects that is available to project sponsors in the five remaining counties. In 2017, the Commission directed \$8.2 million in exchange funds to this sub-program to provide greater flexibility for the types of projects that are consistent with the goals of the PCA program but are ineligible for federal transportation funding, particularly open space acquisition and habitat restoration projects. As a partner in this sub-program, the California Coastal Conservancy also committed \$1.8 million in state bond funds, bringing the total amount available to \$10 million.

PCA Grant Program Balance

In November 2019, the Commission programmed \$6.6 million in project and implementation funds, leaving a \$1.6 million balance in MTC funds. An additional \$426,000 in state bond funds also remain available of the Conservancy's funding commitment, for a total of roughly \$2 million for additional PCA Grant awards.

To distribute the \$2 million remaining balance, MTC and Conservancy staff invited project sponsors from the 2019 grant round to resubmit applications for projects that met eligibility requirements but were either unable to secure sufficient matching funds or did not submit a full application. Resubmitted applications were due September 1, 2020.

Staff recommends programming MTC's \$1.6 million balance remaining within the Peninsula, Southern, and Eastern Counties sub-program to five projects, listed on the following page. Conservancy staff recommends applying its \$426,000 balance in state bond funds to one additional project, pending future funding authorization from the Conservancy Board. The full program of projects for the PCA Grant program, as revised with this item, is provided as **Attachment 1**. To facilitate

project management, MTC funding for the Twin Peaks Trail Improvement will be provided to the Conservancy to manage both fund sources together.

The Coastal Conservancy Board is anticipated to recommend MTC's approval of the revised PCA Grant Program at their meeting November 19, 2020.

BATA Loan

The Yerba Buena Island Multi-Use Pathway provides non-motorized access to the San Francisco-Oakland Bay Bridge. OBAG 2 federal funds are being provided at this time for cash flow purposes. The Bay Area Toll Authority will repay the MTC Exchange program with non-federal funds within three years.

PCA Grant Program of Projects – Recommended New Project Awards

County	Applicant	Project Title	Project Type	Amount
Alameda	WOEIP/Urban Biofilter	Adapt Oakland: Urban Greening in West Oakland	Urban Greening	\$300,000
San Francisco	SFCTA	Yerba Buena Island Multi-Use Pathway (PE/ENV)	Bicycle/ Pedestrian Access	\$1,000,000*
San Francisco	SF Rec. & Park/ Coastal Conservancy	Twin Peaks Trail Improvement	Bicycle/ Pedestrian Access	\$74,000**
San Mateo	San Mateo Co.	San Bruno Mountain Habitat Conservation Plan Grazing Pilot	Habitat Improvement	\$137,900
San Mateo	South San Francisco	Sign Hill Conservation and Trail Master Plan	Planning	\$135,100
PCA Grant Total				\$1,647,000

* PCA Grant award proposed to be repaid by \$1,000,000 in future BATA funds.

** The recommended grant amount for this project is \$500,000, with \$426,000 in state bond funds (pending approval of the Conservancy Board) and the balance funded through MTC's PCA Grant program funds.


Issues:

1.) Due to cash flow, OBAG funds, rather than BATA funds are being provided to the Yerba Buena Island Multi-Use Pathway accessing the San Francisco – Oakland Bay Bridge. BATA will re-pay non-federal funds to the MTC Exchange program within 3 years.

2.) MTC's funds for the Twin Peaks Trail Improvement will be provided to the Coastal Conservancy for management of the two fund sources for this project. Because the Conservancy is a state entity, the funds will be provided as an up-front grant rather than on a reimbursement basis.

Recommendation: Refer MTC Resolution Nos. 3989, Revised and 4202, Revised to the Commission for approval. Because Resolution No. 4202 is proposed for revision under other agenda items, it is included once under Agenda Item 2d with all proposed revisions. Only items referred by the Committee will be forwarded to the Commission.

Attachments: Attachment 1 – PCA Grant Program of Projects, as Revised
MTC Resolution No. 3989, Revised
MTC Resolution No. 4202, Attachment B-1, Revised, can be found under
Agenda Item 4d to this packet.



Therese W. McMillan

OBAG 2 Priority Conservation Area (PCA) Grant Program

PCA Grant Program of Projects

Projects located within Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties

MTC Funding			
County	Applicant	Project Title	Amount
Alameda	Alameda County	Niles Canyon Trail, Phase 1	\$321,000
Alameda	Albany	Albany Hill Access Improvements	\$251,000
Alameda	Livermore	Arroyo Road Trail	\$400,000
Alameda	WOEIP/Urban Biofilter	Adapt Oakland: Urban Greening in West Oakland	\$300,000
Contra Costa	East Bay Regional Parks District	Bay Trail at Pt. Molate (Richmond San Rafael Bridge to Pt. Molate Beach Park)	\$1,000,000
Contra Costa	John Muir Land Trust	Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	\$950,000
San Francisco	SFCTA	Yerba Buena Island Multi-Use Pathway (PE/ENV phase)	\$1,000,000*
San Francisco	San Francisco Rec. and Parks Dept.	McLaren Park and Neighborhood Connections Plan	\$194,000
San Francisco	San Francisco Rec. and Parks Dept./ Coastal Conservancy	Twin Peaks Trail Improvement	\$74,000**
San Mateo	Golden Gate National Park Cons./ NPS	Rancho Corral de Tierra Unit Management Plan Engagement	\$200,000
San Mateo	Half Moon Bay	Pillar Point Public Access Improvements	\$298,000
San Mateo	Menlo Park	Bedwell Bayfront Park Entrance Imps.	\$520,000
San Mateo	San Mateo County	Colma Creek Adaptation Study (Colma Creek Connector)	\$110,000
San Mateo	San Mateo County	San Bruno Mountain Habitat Conservation Plan Grazing Pilot	\$137,900
San Mateo	South San Francisco	Sign Hill Conservation and Trail Master Plan	\$135,100
Santa Clara	Point Blue Conservation Science	Pajaro River Watershed: Habitat Restoration and Climate Resilient Imps.	\$379,000
Santa Clara	Santa Clara Valley Open Space Authority	Coyote Ridge Open Space Preserve Public Access, Phase 1	\$400,000
Santa Clara	Santa Clara Valley Open Space Authority	Tilton Ranch Acquisition	\$1,000,000
Regional	MTC	PDA Grant Implementation	\$500,000
Regional	MTC/Green Info Network	Bay Area Greenprint PCA Enhancements	\$30,000
MTC Funding Total			\$8,200,000

OBAG 2 Priority Conservation Area (PCA) Grant Program

PCA Grant Program of Projects

Projects located within Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties

Conservancy Funding (Shown for informational purposes only)			
County	Applicant	Project Title	Amount
Contra Costa	Richmond	Bay Trail at Pt. Molate (Pt. Molate Beach Park to Stenmark Dr.)	\$1,000,000
San Francisco	San Francisco Rec. and Parks Dept.	Twin Peaks Trail Improvement	\$426,000**
San Mateo	Midpeninsula Reg. Open Space District	Purisima-to-the-Sea Trail and Parking Area	\$151,000
Santa Clara	San Jose	Coyote Creek Trail Singleton Rd Crossing	\$140,000
Santa Clara	San Jose	Five Wounds Trail Master Planning	\$83,000
Conservancy Funding Total			\$1,800,000
PCA Grant Program Total			\$10,000,000

* PCA Grant award proposed to be repaid by \$1,000,000 in future BATA funds.

** The recommended grant amount for this project is \$500,000, with \$426,000 proposed in state bond funds (pending approval of the Conservancy Board) and the balance funded through MTC's PCA Grant program funds. MTC's funds will be provided to the Coastal Conservancy for management of the two fund sources for this project.

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

ABSTRACT

Resolution No. 3989, Revised

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

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

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

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

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

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

and redirect \$2,800,000 from Regional Active Operational Management to the Bay Bridge Forward Commuter Parking Initiative project.

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

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

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

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

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

Attachment B was revised on November 20, 2019 to program \$6,023,000 to 13 projects as part of the Priority Conservation Area (PCA) Grant program; funds will be provided on a

reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

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

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

Further discussions are contained in the Programming and Allocations Committee summary sheet dated February 9, 2011, October 12, 2011, February 12, 2014, December 14, 2016, July 12, 2017, February 14, 2018, March 7, 2018, November 14, 2018, March 6, 2019, June 12, 2019, September 4, 2019, November 8, 2019, March 11, 2020, and November 4, 2020.

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

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3989

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

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

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

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

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

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

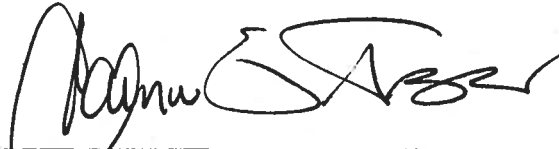
RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read "Scott Haggerty", is written over a horizontal line.

Scott Haggerty, Chair

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

MTC Exchange Program Funding Commitments Attachment B

November 20, 2020

Recipient	Project/Program	Res No.	Date	Committed by MTC	ID
MTC	Transit Oriented Affordable Housing Development (TOD)	3940	2/24/2010	\$10,000,000	1
SP Rancheria	Intertribal Electric Vehicle Implementation	3925	10/26/2011	\$376,000	2
MTC	Affordable Housing Jumpstart	4260	12/21/2016		
MTC	Alameda Jumpstart	4260	11/28/2018	\$2,000,000	3
MTC	San Francisco Jumpstart	4260	11/28/2018	\$5,000,000	3
MTC	Santa Clara Jumpstart	4260	11/28/2018	\$3,000,000	3
MTC	Bay Bridge Forward Commuter Parking Initiative	4035	12/21/2016	\$3,875,000	4
MTC	Fruitvale Quick Build	4035	3/25/2020	\$25,000	4
MTC	Regional Priority Conservation Area (PCA) Program	4202	7/26/2017		
MTC	Alameda County: Niles Canyon Trail, Phase 1	4202	11/20/2019	\$321,000	5
MTC	Albany: Albany Hill Access Improvements	4202	11/20/2019	\$251,000	5
MTC	Livermore: Arroyo Road Trail	4202	11/20/2019	\$400,000	5
MTC	<u>WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland</u>	<u>4202</u>	<u>11/20/2020</u>	<u>\$300,000</u>	<u>5</u>
MTC	EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	4202	11/20/2019	\$1,000,000	5
MTC	JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	4202	11/20/2019	\$950,000	5
MTC	San Francisco: McLaren Park and Neighborhood Connections Plan	4202	11/20/2019	\$194,000	5
MTC	<u>State Coastal Conservancy (for SF Rec & Park): Twin Peaks Trail Imps.</u>	<u>4202</u>	<u>11/20/2020</u>	<u>\$74,000</u>	<u>5</u>
MTC	GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	4202	11/20/2019	\$200,000	5
MTC	Half Moon Bay: Pillar Point Public Access Improvements	4202	11/20/2019	\$298,000	5
MTC	Menlo Park: Bedwell Bayfront Park Entrance Improvements	4202	11/20/2019	\$520,000	5
MTC	San Mateo County: Colma Creek Adaptation Study	4202	11/20/2019	\$110,000	5
MTC	<u>San Mateo Co.: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot</u>	<u>4202</u>	<u>11/20/2020</u>	<u>\$137,900</u>	<u>5</u>
MTC	<u>South San Francisco: Sign Hill Conservation and Trail Master Plan</u>	<u>4202</u>	<u>11/20/2020</u>	<u>\$135,100</u>	<u>5</u>
MTC	Point Blue: Pajaro River Watershed Habitat Rest. & Climate Resilient Imps.	4202	11/20/2019	\$379,000	5
MTC	SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	4202	11/20/2019	\$400,000	5
MTC	SCVOSA: Tilton Ranch Acquisition	4202	11/20/2019	\$1,000,000	5
MTC	PCA Grant Implementation	4202	11/20/2019	\$500,000	5
MTC	Bay Area Greenprint PCA Improvements	4202	3/28/2018	\$30,000	6
MTC	<u>PCA Grant Unprogrammed Balance</u>	<u>4202</u>	<u>11/20/2019</u>	<u>\$1,647,000</u>	<u>5</u>
TAM/SCTA	Bike Share Capital and Outreach - SMART Corridor	3925	2/28/2018	\$826,000	7
Richmond	Bike Share Capital and Outreach - Richmond	3925	2/28/2018	\$1,024,000	8
MTC	Bay Area Preservation Pilot (BAPP)	4311	2/28/2018	\$10,000,000	9
MTC	IDEA - Concord: Concord Blvd, Clayton Rd & Willow Pass Rd	4202	11/28/2018	\$589,000	10
MTC	IDEA - Walnut Creek: Various Locations	4202	11/28/2018	\$621,000	11
Richmond	Richmond-San Rafael Bridge Bicycle Access	4202	11/28/2018	\$500,000	12
MTC	Richmond-San Rafael Bridge Forward	4202	11/28/2018	\$1,046,000	13
MTC	Napa Valley Transportation Demand Strategies	4202	11/28/2018	\$1,100,000	14
MTC	IDEA - Concord Blvd, Clayton Rd & Willow Pass Rd	4202	3/27/2019	\$144,000	15
Total Committed:				\$47,326,000	



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1471 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 9/24/2020 **In control:** Programming and Allocations Committee

On agenda: 11/4/2020 **Final action:**

Title: MTC Resolution Nos. 4035, Revised and 4202, Revised. Revisions to the One Bay Area Grant program (OBAG 1 and 2), including minor revisions within the Transit Performance Initiative, Regional Strategic Investments, and the Santa Clara County programs.

Sponsors:

Indexes:

Code sections:

Attachments: [4d - 20-1471 - Resos 4035 and 4202 - OBAG1 and 2 Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4035, Revised and 4202, Revised. Revisions to the One Bay Area Grant program (OBAG 1 and 2), including minor revisions within the Transit Performance Initiative, Regional Strategic Investments, and the Santa Clara County programs.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

November 4, 2020

Agenda Item 4d - 20-1471

MTC Resolution Nos. 4035, Revised and 4202, Revised

Subject: Revisions to the One Bay Area Grant program (OBAG 1 and 2), including minor revisions within the Transit Performance Initiative, Regional Strategic Investments, and the Santa Clara County programs.

Background: The OBAG 1 and 2 programs adopted by the Commission establish 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 FY2012-13 through FY2021-22.

This month, staff recommends the following revisions to the regional and county programs:

Transit Performance Initiative

- Within the Transit Performance Initiative – Incentive program, redirect approximately \$800,000 in OBAG 1 funds from ECCTA’s Non-ADA Paratransit Fixed-Route Program to ECCTA’s Hydrogen Fueling Maintenance Infrastructure Upgrade.

Regional Strategic Investments

- Within the Regional Strategic Investments program, clarify that the City of Larkspur is the project sponsor of the Old Redwood Highway Multi-Use Pathway project, rather than the Transportation Authority of Marin (TAM).


Santa Clara County Program

- Redirect approximately \$240,000 in OBAG 1 project savings from San Jose’s Better Bikeway project to Campbell’s Harriet Ave Sidewalk Improvements project.

Issues: None.

Recommendation: Refer MTC Resolution Nos. 4035, Revised and 4202, Revised to the Commission for approval. Because Resolution No. 4202 is proposed for revision under other agenda items, it is included once under this agenda item with all proposed revisions. Only items referred by the Committee will be forwarded to the Commission.

Attachments: MTC Resolution No. 4035, Revised, Attachments B-1 and B-2
MTC Resolution No. 4202, Revised, Attachment B-1


Therese W. McMillan

Date: May 17, 2012
W.I.: 1512
Referred by: Planning
Revised: 10/24/12-C 11/28/12-C 12/19/12-C
01/23/13-C 02/27/13-C 05/22/13-C
09/25/13-C 11/20/13-C 12/18/13-C
01/22/14-C 02/26/14-C 03/26/14-C
04/23/14-C 05/28/14-C 06/25/14-C
07/23/14-C 09/24/14-C 12/17/14-C
03/25/15-C 05/27/15-C 06/24/15-C
07/22/15-C 09/23/15-C 10/28/15-C
11/18/15-C 12/16/15-C 01/27/16-C
02/24/16-C 03/23/16-C 05/25/16-C
07/27/16-C 12/21/16-C 01/25/17-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 02/28/18-C 03/28/18-C
05/23/18-C 06/27/18-C 07/25/18-C
09/26/18-C 12/19/18-C 01/23/19-C
04/24/19-C 09/25/19-C 03/25/20-C
09/23/20-C 11/20/20-C

ABSTRACT

Resolution No. 4035, Revised

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies 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).

The resolution includes the following attachments:

Attachment A – Project Selection Policies

Attachment B-1 – Regional Program Project List

Attachment B-2 – OneBayArea Grant (OBAG 1) Project List

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed \$20 million of the \$40 million in the regional PDA Implementation program to eight CMAs and the San Francisco Planning Department for local PDA planning implementation. Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation

Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the \$20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

As referred by the Programming and Allocations Committee, Attachment B-1 and Appendix A-2 were revised on February 27, 2013 to add Regional Safe Routes to School programs for Alameda and San Mateo counties, and to reflect previous Commission actions pertaining to the Transit Capital Rehabilitation Program, and to reflect earlier Commission approvals of fund augmentations to the county congestion management agencies for regional planning activities. As referred by the Planning Committee, Attachments A and B-1 were revised to reflect Commission approval of the regional Priority Development Area (PDA) Planning and Implementation program and Priority Conservation Area (PCA) program.

As referred by the Programming and Allocations Committee, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on May 22, 2013 to shift funding between components of the Freeway Performance Initiative Program with no change in total funding; and split the FSP/Incident Management project into the Incident Management Program and FSP/Callbox Program with no change in total funding; and redirect funding from ACE fare collection equipment to ACE positive train control; and add new OBAG projects selected by the Contra Costa Transportation Authority, Napa County Transportation and Planning Agency, City/County Association of Governments of San Mateo (CCAG), and the Solano Transportation Authority, including OBAG augmentation for CCAG Planning activities.

Attachments B-1 and B-2 were revised on September 25, 2013 to add new projects selected by various Congestion Management Agencies in the OneBayArea Grant, Regional Safe Routes to School, and Priority Conservation Area Programs.

Attachment A, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on November 20, 2013 to add new projects and make grant amount changes as directed by various Congestion Management Agencies in the OneBayArea Grant Program. Also the deadline for jurisdictions' adoption of general plans meeting the latest RHNA was updated to reflect the later than scheduled adoption of Plan Bay Area.

Attachment B-1 to the resolution was revised on December 18, 2013 to add an FPI project for environmental studies for the I-280/Winchester I/C modification.

Attachment B-2 was revised on January 22, 2014 to adjust project grant amounts as directed by various Congestion Management Agencies in the OneBayArea Grant Program, including changes as a result of the 2014 RTIP.

Attachments B-1 and B-2 were revised on February 26, 2014 to add six OBAG projects selected by the CMA's, make adjustments between two Santa Clara OBAG projects, and add three PDA Planning Program projects in Sonoma County.

Attachment B-1 was revised on March 26, 2014 to add 15 projects to the Transit Performance Initiative Program and 3 projects in Marin County to the North Bay Priority Conservation Area Program.

On April 23, 2014, Attachment B-1 was revised to add 13 projects to the Priority Conservation Grant Program, revise the grant amount for the BART Car Exchange Preventative Maintenance Project in the Transit Capital Rehabilitation Program, and add three projects to the Climate Initiatives Program totaling \$14,000,000.

As referred by the Planning Committee, Attachment B-1 was revised on May 28, 2014 to reflect Commission approval of the selection of projects for the PDA Planning Technical Assistance and PDA Staffing Assistance Programs.

As referred by the Programming and Allocations Committee, Attachment A and Attachment B-2 were revised on May 28, 2014 to change the program delivery deadline from March 31, 2016 to January 31,

2017, and to adjust two projects as requested by Congestion Management Agencies in the OneBayArea Grant Program.

On June 25, 2014, Attachment B-1 was revised to add an additional \$500,000 to the Breuner Marsh Project in the regional PCA Program and to identify a transportation exchange project (Silverado Trail Phase G) for the Soscot Headwaters Preserve Acquisition in the North Bay PCA Program, and to Redirect \$2,500,000 from Ramp Metering and Traffic Operations System (TOS) elements to the Program for Arterial System Synchronization (PASS), within the Freeway Performance Initiatives (FPI) Program.

On July 23, 2014, Attachment B-1 was revised to redirect \$22.0 million from the Cycles 1 & 2 Freeway Performance Initiatives (FPI) Programs and \$5 million from other projects and savings to the Golden Gate Bridge Suicide Deterrent System.

On September 24, 2014, Attachments B-1 and B-2 were revised to add 5 projects totaling \$19M to the Transit Performance Initiative Program (TPI), to shift funding within the Freeway Performance Initiative Program; to add a project for \$4 million for SFMTA for priority identified TPI funding; to provide an additional \$500,000 to the Freeway Performance Initiative (FPI); and to amend programming for two projects in Santa Clara County: San Jose's The Alameda "Beautiful Way" Phase 2 project, and Palo Alto's US-101/Adobe Creek Bicycle and Pedestrian Bridge project.

On December 17, 2014, Attachments A, B-1, and B-2 and Appendices A-1 and A-2 to Attachment A were revised to add a fifth year – FY 2016-17 - to the Cycle 2/OBAG 1 program to address the overall funding shortfall and provide additional programming in FY 2016-17 to maintain on-going commitments in FY 2016-17; make adjustments within the Freeway Performance Initiatives Program; rescind the Brentwood Wallace Ranch Easement Acquisition from the Priority Conservation Area (PCA) Program reducing the PCA program from \$5 million to \$4.5 million and use this funding to help with the FY 17 shortfall; identify two Santa Clara Local Priority Development Area Planning Program projects totaling \$740,305 to be included within MTC's Regional Priority Development Area Program grants; make revisions to local OBAG compliance policies for complete streets and housing as they pertain to jurisdictions' general plans update deadlines; add five car sharing projects totaling \$2,000,000 under the climate initiatives program; and add the Clipper Fare Collection Back Office Equipment Replacement Project to the Transit Capital Priority Program for \$2,684,772.

On March 25, 2015, Attachments B-1 and B-2 were revised to: add FY 2016-17 regional planning funds to Attachment B-1 per Commission action in December 2014; Redirect \$1.0 million from the ALA-I-

680 Freeway Performance Initiative (FPI) project to Preliminary Engineering (PE) for various FPI corridors and redirect \$270,000 in FPI Right of Way (ROW) savings to the SCL I-680 FPI project to cover an increase in Caltrans support costs; direct funding to the statewide local streets and roads needs assessment; identify specific Priority Development Area (PDA) planning grants in San Mateo County; delete the \$10.2 million Masonic Avenue Complete Streets project and add the SF Light Rail Vehicle Procurement project in San Francisco County; and redirect \$0.5 million from the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvement project to the San Tomas Expressway Box Culvert Rehabilitation project in Santa Clara County.

On May 27, 2015, Attachment B-1 was revised to add Round 3 (\$9,529,829) of the Transit Performance Incentive Program which involves 7 new projects and augmentations to 7 existing projects; and to add the Grand Avenue Bicycle / Pedestrian Improvements Project (\$717,000) in San Rafael to the Safe Routes to School Program, and delete the Bicycle sharing project (\$6,000,000).

On June 24, 2015, Attachment B-1 was revised to identify a \$265,000 Local Priority Development Area Planning Grant for the City of Palo Alto.

On July 22, 2015, Attachments B-1 and Attachment B-2 were revised to redirect \$3,000,000 from the SFMTA N-Judah Mobility Maximization project to the SFMTA Colored Lanes on MTC Rapid Network project within the Transit Performance Initiative program, identify a \$252,000 Safe Routes to Schools grant for San Mateo County, redirect \$2,100,000 in Freeway Performance Initiative funding from the Alameda County I-680 project to the Various Corridors – Caltrans Preliminary Engineering project, delete \$500,000 from the SMART Vehicle Purchase project in Sonoma County (revised from \$6,600,000 to \$6,100,000), and add the SMART Clipper Card Service project in Sonoma County for \$500,000.

On September 23, 2015, Attachment B-2 was revised to redirect \$6,100,000 from the SMART Vehicle Purchase project to the SMART San Rafael to Larkspur Extension project.

On October 28, 2015, Attachment B-1 and B-2 were revised to redirect \$350,000 from Vacaville's Ulati Creek Bicycle/Pedestrian Pathway and Streetscape project to Vallejo's Downtown Streetscape – Phases 3 and 4 project, and to redirect \$122,249 from Marin Transit's Preventive Maintenance program to the preliminary engineering phase of Marin Transit's Relocate Transit Maintenance Facility project.

On November 18, 2015, Attachment B-1 and Appendix A-3 to Attachment A were revised to increase the program amount for the Safe Routes to School Program by \$2.35 million increasing the FY 2016-17 program amount to \$5.0 million.

On December 16, 2015, Attachment B-1 was revised to add six parking management and transportation demand management projects totaling \$6,000,000 under the Climate Initiatives Program.

On January 27, 2016, Attachments B-1 and B-2 were revised to: add the Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) project for \$2,000,000 under the Transit Capital Rehabilitation program; redirect \$10,000,000 under the Transit Capital Rehabilitation program from SFMTA's New 60' Flyer Trolley Bus Replacement project to SFMTA's New 40' Neoplan Bus Replacement project; and add \$74,000 in grant funding to the City of San Rafael's Grand Avenue Bicycle/Pedestrian Improvements project under the Regional Safe Routes to School program; and redirect \$67,265 from the San Francisco Department of Public Work's ER Taylor Safe Routes to School project to the Chinatown Broadway Complete Streets Phase IV project; and redirect \$298,000 from Menlo Park's Various Streets and Roads Preservation project and \$142,000 from San Bruno's San Bruno Avenue Pedestrian Improvements project to Daly City's John Daly Boulevard Bicycle and Pedestrian Improvements project (\$290,000) and San Carlo's Streetscape and Pedestrian Improvements project (\$150,000); and redirect \$89,980 from Vacaville's Ulatis Creek Bicycle and Pedestrian Path and Streetscape project to Suisun City's Driftwood Drive Path project.

On February 24, 2016, Attachment B-1 and Appendix A-2 were revised to transfer \$75,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program, to enable an equivalent amount of MTC funds to support Bay Area Regional Collaborative Consultant expenses.

On March 23, 2016, Attachment B-1 was revised to transfer \$280,000 from MTC's 511- Traveler Information to MTC's Regional Performance Initiatives Implementation; identify funding for Service Authority for Freeways and Expressways (SAFE) separately from MTC funding (no change in total funding), direct \$1,073,000 to the Alameda County Safe Routes to School Program within the Regional Safe Routes to School Program; and identify three Priority Development Area planning grants in Santa Clara County within the Priority Development Area Planning and Implementation Program.

On May 25, 2016, Attachment B-1 was revised to redirect \$68,228 in cost savings from MTC/VRTA's SR 82 Relinquishment Exploration Study to ABAG PDA Planning within the Priority Development Area (PDA) Planning and Implementation Program; redirect \$20.0 million in unobligated balances and

cost savings within the Freeway Performance Initiative (FPI) for Caltrans to direct towards support and capital needs related to the close-out of active ramp metering projects and/or delivery of any outstanding ramp metering projects; transfer \$1,171,461 from Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) to its MS Sonoma Refurbishment project; and add Round 4 (\$23,457,614) of the Transit Performance Initiative (TPI) Incentive Program, which involves 14 new projects and augmentations to nine existing projects.

On July 27, 2016, Attachment B-1 and B-2 were revised to: reflect updated cost savings numbers within the Freeway Performance Initiative (FPI); direct \$360,000 to the San Francisco Department of Public Health's Safe Routes to School Non-Infrastructure Program, direct \$314,000 to the Solano Transportation Authority's Solano County Safe Routes to School Non-Infrastructure Program and redirect \$791,000 from San Rafael's Grand Avenue Bicycle and Pedestrian Improvements project to Marin County's North Civic Center Drive Bicycle and Pedestrian Improvements project within the Regional Safe Routes to School Program; direct \$9 million to AC Transit's Higher Capacity Bus Fleets/Increased Service Frequencies program and \$1 million to MTC's West Grand Avenue Transit Signal Priority project within the Transit Performance Initiative – Capital Investment Program; identify a transportation exchange project (Vineyard Road Improvements) for Novato's Thatcher Ranch Easement and Pacheco Hill Parkland Acquisitions in the North Bay PCA Program; redirect \$52,251 from San Francisco Department of Public Works' (SF DPW) ER Taylor Safe Routes to School project to the Second Street Complete Streets project in the One Bay Area Grant County Program; and update the Second Street Complete Streets project to reflect that it will be implemented by SF DPW.

On December 21, 2016, Attachments B-1 and B-2 and appendices A-1, A-2 and A-4 were revised to: transfer \$100,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program to support Bay Area Regional Collaborative expenses; redirect \$500,000 from MTC/SAFE's Incident Management Program within the Freeway Performance Initiative and \$338,000 from Hayward's Comprehensive Parking Management Plan Implementation project to MTC's Spare the Air Youth Program within the Climate Initiatives program; revise the project title of the Incident Management Program to clarify the focus on I-880 Integrated Corridor Management and direct \$383,000 in program savings for future use; direct \$5,820,000 from the Regional Performance Initiatives Corridor Implementation project under the Freeway Performance Initiative program as follows: \$1,100,000 to CCTA's San Pablo Dam Road project to facilitate an exchange of an equivalent amount of local funds to support MTC's Bay Bridge Forward Commuter Parking Initiative, \$1,100,000 to CCTA's SR 4 Operational Improvements, and \$3,620,000 for MTC's Bay Bridge Forward Commuter Parking Initiative - Related Activities project; repurpose \$10,000,000 in Transit Oriented Affordable

Housing (TOAH) loan funds to a new Affordable Housing Jumpstart Program; transfer \$40,000 from San Anselmo's Sunny Hill Ridge and Red Hills Trail project to Mill Valley's Bayfront Park Recreational Bay Access project within the North Bay Priority Conservation Area (PCA) program; transfer \$100,000 from Emeryville's Hollis Street Preservation project to Berkeley's Hearst Avenue Complete Streets project within the County Program; and transfer \$14,000 from MTC's Regional Performance Initiatives Corridor Implementation to Caltrans' to reflect actual obligations for their Ramp Metering and TOS Elements Program within the Freeway Performance Initiative. Appendices A-1, A-2 and A-4 were revised to reflect programming actions taken by the Commission with this action or in prior actions pertaining to the overall funding levels for Climate Initiatives, Safe Routes to School, Transit Capital Priorities, and Transit Performance Initiative programs within the Regional Program and the final amounts distributed to each county through the County Program.

On January 25, 2017, Attachment B-1 was revised to add Round 3 of the Transit Performance Initiative (TPI) Capital Investment Program, which involves five new projects; the programming for these projects is derived from \$14,962,000 in unprogrammed balances and \$3,991,000 redirected from Round 2 TPI projects, for a total of \$18,953,000.

On April 26, 2017, Attachment B-1 and B-2 were revised to program \$345,000 in Regional Safe Routes to School Program funding and redirect \$150,000 from Cloverdale's Safe Routes to School Phase 2 project in Sonoma County Program funding to the Sonoma County Safe Routes to School Program; reprogram \$859,506 within the Transit Performance Initiatives (TPI) – Incentive Program, and \$1,118,681 within Round 3 of the TPI – Investment Program.

On May 24, 2017, Attachment B-2 was revised to redirect \$3,440,000 from Sunnyvale's East & West Channel Multi-Use Trail to Milpitas' Montague Expressway Pedestrian Bridge at Milpitas BART; reprogram \$223,065 from Duane Avenue Preservation to Maude Avenue Bikeway and Streetscape within Sunnyvale; reprogram \$550,928 from San Tomas Expressway Box Culvert Rehabilitation to the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvements within Santa Clara County; and re-name San Jose's Downtown San Jose Bike Lanes and De-couplet to Almaden Ave. & Vine St. Safety Improvements to reflect a revised scope.

On June 28, 2017, Attachments B-1 and B-2 were revised to redirect \$265,000 from Palo Alto Local PDA Planning to VTA for Local PDA Planning – Santa Clara within the Regional PDA Planning Program; redirect \$412,000 in cost savings from Fremont's Various Streets and Roads Preservation to Fremont's City Center Multi-Modal Improvements within the Alameda County Program; revise the

name of the Sonoma County Safe Routes to School (SRTS) project to clarify that the funds are supplemental to the OBAG County Program base SRTS funds; and redirect \$264,000 in cost savings from the Santa Rosa Complete Streets Road Diet on Transit Corridors project and \$100,000 from the Sonoma County SRTS to an unprogrammed balance for the Sonoma County Program.

On July 26, 2017, Attachment B-1 was revised to program \$2,322,000 in unprogrammed balances within the Transit Performance Initiative (TPI) Capital Investment Program, for four new North Bay projects.

On September 27, 2017, Attachment B-2 was revised to redirect \$94,000 in cost savings from Dixon's West A Street Preservation to Solano County's Redwood-Fairgrounds Drive Interchange Bike/Transit Improvements within the Solano County Program.

On October 25, 2017, Attachment B-1 was revised to redirect \$44,000 from Caltrain's Map-Based Real-Time Train Display to its Control Point Installation project and redirect \$96,000 from Napa Valley Transportation Authority's Comprehensive Operational Analysis to its Imola Avenue and SR 29 Express Bus Improvements project within the Transit Performance Initiative – Incentive Program; and program \$73 in remaining program balances to the NVTa Imola Avenue and SR-29 Express Bus Improvements Project within the Transit Performance Initiative – Investment Program.

On November 15, 2017, Attachment B-1 was revised to program \$105,000 in Regional Safe Routes to School (SRTS) to Napa Valley Transportation Authority for Napa County's SRTS Program, \$225,000 to San Mateo County Office of Education for San Mateo County's SRTS Program, and \$1,000,000 to Los Altos for the Miramonte Ave Bicycle and Pedestrian Access Improvements within Santa Clara County; and to redirect \$783,000 in the Climate Initiatives Program from Walnut Creek's Parking Guidance System Pilot to the N Main St Rehabilitation project as part of a funding exchange arrangement.

On February 28, 2018, Attachments B-1 and B-2 were revised to program \$607,000 to Moraga's Moraga Way and Canyon Rd/Camino Pablo Improvements project and \$215,000 to Concord's Willow Pass Repaving and Safe Routes to School (SRTS) project within the Regional SRTS program; program \$364,000 to Santa Rosa's US 101 Bike/Pedestrian Overcrossing project within the Sonoma County Program; and reprogram the SFPark to Cycle 1 and clarify exchange projects within the program.

On March 28, 2018, Attachments B-1 and B-2 were revised to reduce the amount programmed within the Regional Climate Initiatives Program to the Contra Costa Transportation Authority (CCTA) Car Share4All project to \$573,453 to reflect a change in scope; redirect \$630,000 in project savings from the NextGen

Arterial Operations Program (AOP), a subcomponent of the Program for Arterial System Synchronization (PASS), to the AC Transit South Alameda County Corridors Travel Time Improvements project; and to identify Santa Clara Valley Transportation Authority (VTA) as the sponsor of the Montague Expressway Pedestrian Overcrossing at Milpitas BART.

On May 23, 2018, Attachments B-1 and B-2 were revised to redirect \$20,587 from Union City's Single Point Login Terminals on Revenue Vehicles to its South Alameda County Major Corridor Travel Time Improvements project within the Transit Performance Initiative program; and reflect the redirection of \$4,350,000 in Regional Transportation Improvement Program (RTIP) funds from Palo Alto's US 101/Adobe Creek Bicycle and Pedestrian Bridge to San Jose's West San Carlos Urban Village Streetscape Improvements project within Santa Clara County's OBAG 1 County Program.

On June 27, 2018, Attachment B-1 was revised to redirect \$820,000 from MTC's Bay Bridge Forward Commuter Parking Initiatives Related Activities project to CCTA's I-80 Central Ave Interchange Improvements; \$636,763 from ECCTA's Replacement of Eleven 40' Buses project to the Clipper® Next Generation Fare Collection System project within the Transit Capital Rehabilitation Program; and to program \$400,411 in unprogrammed balances within the Climate Initiatives Program to MTC's Carsharing Implementation project.

On July 25, 2018, Attachment B-1 was revised to redirect \$150,000 from Oakland's Transportation Impact Review Streamlining Technical Assistance grant within the Regional PDA Planning Grant program, with \$65,000 directed to Rohnert Park's Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant, and \$85,000 directed to Windsor's PDA Planning and Implementation Staffing Assistance grant.

On September 26, 2018, Attachments B-1 and B-2 were revised to redirect \$1,000,000 from Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements project and \$346,000 in Santa Clara County's Safe Routes to School program (SRTS) unprogrammed balances to Sunnyvale's East Sunnyvale Area Sense of Place Improvements project within the Regional SRTS program; redirect \$794,000 from Santa Clara County's Capitol Expressway Traffic Intelligent Transportation Systems (ITS) and Bike/Pedestrian Improvements project to Sunnyvale's East Sunnyvale Area Sense of Place Improvements project within the Santa Clara County Program; direct \$2,332,747 from Caltrain's Control Point Installation project to its Positive Train Control project within the Transportation Performance Initiative (TPI) Incentive program; and direct \$500,000 within the TPI Investment program

from Novato's Downtown SMART Station project to Novato Pavement Rehabilitation as part of a local funding exchange to support the Downtown SMART Station project.

On December 19, 2018, Attachment B-2 was revised to redirect \$794,000 from Sunnyvale's East Sunnyvale Area Sense of Place Improvements project to Sunnyvale's Peery Park Sense of Place Improvements within the Santa Clara County Program.

On January 23, 2019, Attachment B-1 was revised to redirect \$500,000 from Santa Clara Valley Transportation Authority's (VTA's) Santa Clara Pocket Track Light Rail Interlocking to VTA's Light Rail Crossovers and Switches project within the Transit Performance Initiative Capital Investments Program.

On April 24, 2019, Attachment B-1 was revised to redirect \$1,600,000 from AC Transit's Bay Bridge Forward (BBF) Higher Capacity Bus Fleets and Increased Service Frequencies project to its Double Decker Bus Wash project within the Transit Performance Initiative (TPI) Investment Program.

On September 25, 2019, Attachment B-1 was revised to change the sponsor of the I-80 Central Ave Interchange Improvements project from the Contra Costa Transportation Authority (CCTA) to the City of Richmond.

On March 25, 2020, Attachment B-1 was revised to reflect the redirection of \$25,000 from the Bay Bridge Forward Commuter Parking Initiatives to the Fruitvale Quick Build project within the exchange program.

On September 23, 2020, Attachments B-1 and B-2 were revised to reflect actual obligations on various Caltrans' Ramp Metering and Traffic Operating System (TOS) Elements projects within the Freeway Performance Initiative and to redirect \$310,804 in project savings from San Jose's Citywide Safe Routes to School Infrastructure Program to Campbell's Harriet Ave Sidewalk Project within the Santa Clara County Program.

On November 20, 2020, Attachments B-1 and B-2 were revised to redirect \$817,297 from ECCTA's Non-ADA Paratransit to Fixed-Route Program to ECCTA's Hydrogen Fueling Maintenance Infrastructure Upgrade project within the Transit Performance Initiative Incentive Program; and redirect \$241,868 in project savings from San Jose's Better Bikeway project to Campbell's Harriet Ave Sidewalk Improvements project within the Santa Clara County Program.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September 11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, March 11, 2015, May 13, 2015, and to the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee on June 10, 2015, July 8, 2015, September 9, 2015, October 14, 2015, November 4, 2015, December 9, 2015, January 13, 2016, February 10, 2016, March 9, 2016, April 13, 2016, May 11, 2016, July 13, 2016, December 14, 2016, January 11, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, February 14, 2018, March 7, 2018, May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, December 12, 2018, January 9, 2019, April 10, 2019, September 4, 2019, March 11, 2020, September 9, 2020, and November 4, 2020.

Date: May 17, 2012
W.I.: 1512
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:
Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

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

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their 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), 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, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (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 Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed 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

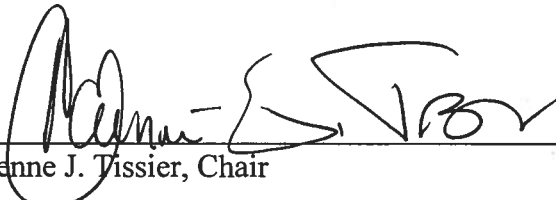
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; 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 and included in the federal TIP; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17

November 2020

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C
01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C
02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C
01/23/19-C 04/24/19-C 09/25/19-C 03/25/20-C 09/23/20-C 11/20/20-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$438,146,000	\$53,080,000	\$492,046,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
ABAG Planning	ABAG	\$3,393,000	\$0	\$3,393,000
BCDC Planning	BCDC	\$1,526,000	\$0	\$1,526,000
MTC Planning	MTC	\$3,568,000	\$0	\$3,568,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)	TOTAL:	\$8,487,000	\$0	\$8,487,000
2. REGIONAL OPERATIONS (RO)				
511 - Traveler Information	MTC	\$57,520,000	\$0	\$57,520,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
SUBTOTAL		\$78,920,000	\$0	\$78,920,000
Incident Management Program - I-880 Integrated Corridor Management	MTC	\$11,357,000	\$0	\$11,357,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
SUBTOTAL		\$25,819,000	\$0	\$25,819,000
2. REGIONAL OPERATIONS (RO)	TOTAL:	\$104,739,000	\$0	\$104,739,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Regional Performance Initiatives Implementation	SAFE	\$7,750,000	\$0	\$7,750,000
Regional Performance Initiatives Corridor Implementation	MTC	\$7,480,000	\$0	\$7,480,000
Program for Arterial System Synchronization (PASS)	MTC	\$8,370,000	\$0	\$8,370,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	\$500,000	\$0	\$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	\$1,130,000	\$0	\$1,130,000
I-80 Central Ave Interchange Improvements	Richmond	\$820,000	\$0	\$820,000
Bay Bridge Forward - Commuter Parking Initiative (Funding Exchange)	MTC	\$0	\$3,875,000	\$3,875,000
Bay Bridge Forward - Fruitvale Quick Build (Funding Exchange)	MTC	\$0	\$25,000	\$25,000
CC-I-80 San Pablo Dam Rd I/C (Funding Exchange)	CCTA	\$1,100,000	\$0	\$1,100,000
SUBTOTAL	\$587,506	\$27,150,000	\$3,080,000	\$31,050,000
Ramp Metering and TOS Elements - MTC Program				
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$1,243,506	\$0	\$1,243,506
FPI - CC SR4 & SR242: Liveridge to Alhambra & I-680 to SR 4 Ph. 1	SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Liveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	\$7,169,144	\$0	\$7,169,144
FPI - CC SR 4 Operational Improvements	CCTA	\$1,100,000	\$0	\$1,100,000
FPI - Various Corridors Caltrans Preliminary Engineering (PE) and Right of Way (ROW)	Caltrans	\$1,105,350	\$0	\$1,105,350
FPI - SOL I-80 Ramp Meeting and Traffic Operations	Caltrans	\$170,000	\$0	\$170,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	\$3,200,000	\$0	\$3,200,000
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	\$350,000	\$0	\$350,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$270,000	\$0	\$270,000
Unprogrammed Future RTIP	TBD	\$0	\$34,000,000	\$34,000,000
SUBTOTAL		\$15,358,000	\$34,000,000	\$49,358,000
Ramp Metering and TOS Elements - Caltrans Program				
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from Caltrans ROW))	Caltrans	\$270,000	\$0	\$270,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)	Caltrans	\$3,417,000	\$0	\$3,417,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)	Caltrans	\$4,686,000	\$0	\$4,686,000
FPI Caltrans - ALA I-580 - SJ Co. Line to I-238	Caltrans	\$4,808,000	\$0	\$4,808,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101	Caltrans	\$6,819,000	\$0	\$6,819,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)	TOTAL:	\$62,508,000	\$37,080,000	\$100,408,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)				
Pavement Management Program (PMP)	MTC	\$1,547,000	\$0	\$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	\$0	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$53,000	\$0	\$53,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)	TOTAL:	\$9,100,000	\$0	\$9,100,000
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION				
Regional PDA Implementation				
PDA Planning - ABAG	ABAG	\$2,068,228	\$0	\$2,068,228
SUBTOTAL		\$2,068,228	\$0	\$2,068,228
Affordable Housing Jumpstart Program				
Affordable Housing Jumpstart Program (Funding Exchange)	MTC		\$10,000,000	\$10,000,000
SUBTOTAL		\$0	\$10,000,000	\$10,000,000
Local PDA Planning				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000
Local PDA Planning - San Mateo	SMCCAG	\$218,000	\$0	\$218,000
Belmont Village Specific/Implementation Plan	Belmont	\$440,000	\$0	\$440,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17

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OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$438,146,000	\$53,080,000	\$492,046,000
Millbrae PDA Specific Plan	Millbrae	\$500,000	\$0	\$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	\$450,000	\$0	\$450,000
Mountain View El Camino Real Streetscape Study	Mountain View	\$260,000	\$0	\$260,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	\$640,305	\$0	\$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	\$100,000	\$0	\$100,000
North 1st Street Urban Village Plan	San Jose	\$369,962	\$0	\$369,962
Berryessa BART Urban Village Plan	San Jose	\$331,630	\$0	\$331,630
Local PDA Planning - Santa Clara	VTA	\$3,647,103	\$0	\$3,647,103
Local PDA Planning - Solano	STA	\$1,066,000	\$0	\$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	\$647,000	\$0	\$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000
Regional PDA Planning				
<i>Regional PDA Implementation Priorities</i>				
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	\$206,772	\$0	\$206,772
<i>PDA Planning</i>				
Oakland Downtown Specific Plan	Oakland	\$750,000	\$0	\$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	\$750,000	\$0	\$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	\$440,000	\$0	\$440,000
Alameda Naval Air Station Specific Plan	Alameda	\$250,000	\$0	\$250,000
Del Norte BART Station Precise Plan	El Cerrito	\$302,500	\$0	\$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	\$700,000	\$0	\$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	\$750,000	\$0	\$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	\$587,000	\$0	\$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	\$750,000	\$0	\$750,000
<i>Staff Assistance</i>				
Alameda PDA TDM Plan	Alameda	\$150,000	\$0	\$150,000
Downtown Livermore Parking Implementation Plan	Livermore	\$100,000	\$0	\$100,000
Oakland Transportation Impact Review Streamlining	Oakland	\$150,000	\$0	\$150,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	\$235,000	\$0	\$235,000
Downtown Oakland Parking Management Strategy	Oakland	\$200,000	\$0	\$200,000
Windsor Parking Management and Pricing	MTC	\$85,000	\$0	\$85,000
<i>Technical Assistance</i>				
Concord Salvio Streetscape	Concord	\$50,000	\$0	\$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	\$60,000	\$0	\$60,000
San Mateo Planning/Growth Forum Series	San Mateo	\$25,000	\$0	\$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	\$60,000	\$0	\$60,000
Milpitas Transit Area Parking Analysis	Milpitas	\$60,000	\$0	\$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	\$60,000	\$0	\$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	\$60,000	\$0	\$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	\$60,000	\$0	\$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	\$59,000	\$0	\$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	\$60,000	\$0	\$60,000
Central Rohnert Park PDA/Creekside Neighb. Subarea Connector Path	MTC	\$65,000	\$0	\$65,000
SUBTOTAL		\$7,931,772	\$0	\$7,931,772
5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION	TOTAL:	\$30,000,000	\$10,000,000	\$40,000,000
6. CLIMATE INITIATIVES PROGRAM (CIP)				
<i>Car Sharing</i>				
Hayward RFP for Car Sharing Services	Hayward	\$200,480	\$0	\$200,480
Oakland Car Share and Outreach Program	Oakland	\$320,526	\$0	\$320,526
CCTA Car Share4All	CCTA	\$573,453	\$0	\$573,453
TAM Car Share CANAL	TAM	\$125,000	\$0	\$125,000
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo	\$210,000	\$0	\$210,000
Santa Rosa Car Share	SCTA	\$170,130	\$0	\$170,130
<i>Transportation Demand Management</i>				
goBerkeley Residential Shared Parking Pilot	Berkeley	\$950,000	\$0	\$950,000
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland	\$1,300,000	\$0	\$1,300,000
Walnut Creek N Main St Rehab (for Parking Guidance System Pilot)	Walnut Creek	\$783,000	\$0	\$783,000
Downtown San Mateo Parking Technology Implementation	San Mateo	\$1,500,000	\$0	\$1,500,000
Peery Park Rides	VTA/Sunnyvale	\$1,129,000	\$0	\$1,129,000
Public Education Outreach	MTC	\$312,000	\$0	\$312,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
Spare the Air Youth Program - 2	MTC	\$838,000	\$0	\$838,000
Carsharing Implementation	MTC	\$400,411	\$0	\$400,411
6. CLIMATE INITIATIVES PROGRAM (CIP)	TOTAL:	\$8,812,000	\$6,000,000	\$14,812,000

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Adopted: 05/17/12-C

Revised: 10/24/12-C

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OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$438,146,000	\$53,080,000	\$492,046,000
* Selected and funded by the BAAQMD. Listed here for informational purposes only				
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)				
<i>Specific projects TBD by CMAQs</i>				
Alameda County SRTS Program	ACTC	\$5,366,000	\$0	\$5,366,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
Concord: Willow Pass Repaving & SRTS	Concord	\$215,000	\$0	\$215,000
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	\$441,700	\$0	\$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	\$709,800	\$0	\$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	\$157,000	\$0	\$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	\$100,000	\$0	\$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	\$100,000	\$0	\$100,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Imps.	Moraga	\$607,000	\$0	\$607,000
Orinda Sidewalk Imps	Orinda	\$100,000	\$0	\$100,000
Pittsburg School Area Safety Imps	Pittsburg	\$203,000	\$0	\$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	\$395,000	\$0	\$395,000
San Ramon School Crossings Enhancements	San Ramon	\$247,600	\$0	\$247,600
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$791,000	\$0	\$791,000
Napa County SRTS Program - 2	NVTA	\$105,000	\$0	\$105,000
Napa County SRTS Non-Infrastructure Program	NVTA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,799,000	\$0	\$1,799,000
San Mateo County SRTS Program	SMCCAG	\$2,382,000	\$0	\$2,382,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	\$840,000	\$0	\$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	\$1,000,000	\$0	\$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	\$1,000,000	\$0	\$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	\$500,000	\$0	\$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	\$838,000	\$0	\$838,000
Sunnyvale: East Sunnyvale Area Sense of Place Improvements	Sunnyvale	\$1,346,000	\$0	\$1,346,000
Solano County SRTS Non-Infrastructure Program	STA	\$1,570,000	\$0	\$1,570,000
Sonoma County SRTS Program	SCTA	\$345,000	\$0	\$345,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)	TOTAL:	\$25,000,000	\$0	\$25,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
Transit Capital Rehabilitation				
<i>Specific Projects TBD by Commission</i>				
Advanced Communications and Information System (ACIS)	GGBHTD	\$828,539	\$0	\$828,539
MS Sonoma Ferry Refurbishment	GGBHTD	\$1,171,461	\$0	\$1,171,461
BART Car Exchange Preventative Maintenance	BART	\$2,831,849	\$0	\$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	\$9,994,633	\$0	\$9,994,633
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
Clipper Next Generation Fare Collection System	MTC	\$636,763	\$0	\$636,763
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$5,502,261	\$0	\$5,502,261
SFMTA - New 40' Neoplan Bus Replacement	SFMTA	\$10,000,000	\$0	\$10,000,000
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
SUBTOTAL		\$37,000,000	\$0	\$37,000,000
Transit Performance Initiative (TPI) Incentive Program				
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$4,547,305	\$0	\$4,547,305
TPI - LAVTA - Wheels Marketing Initiatives	LAVTA	\$423,798	\$0	\$423,798
TPI - ACE Positive Train Control	SJRRC/ACE	\$502,214	\$0	\$502,214
TPI - Union City - South Alameda County Major Corridors Travel Time Imps	Union City	\$160,587	\$0	\$160,587
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	\$685,196	\$0	\$685,196
TPI - CCCTA - Remix Software Implementation	CCCTA	\$35,451	\$0	\$35,451
TPI - ECCTA - Hydrogen Fueling Maintenance Infrastructure Upgrade				
TPI - ECCTA - Non-ADA Paratransit to Fixed Route Program	ECCTA	\$817,297	\$0	\$817,297
TPI - WCCTA - Purchase of Automatic Vehicle Locator System	WCCTA	\$344,513	\$0	\$344,513
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	\$387,440	\$0	\$387,440
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	\$402,572	\$0	\$402,572
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$239,808	\$0	\$239,808
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249
TPI - NVTA - Am. Canyon Priority Signal Interconnection on SR 29	NVTA	\$91,757	\$0	\$91,757
TPI - NVTA - Bus Mobility Device Retrofits	NVTA	\$120,988	\$0	\$120,988
TPI - NVTA - Imola Ave and SR 29 Express Bus Improvements	NVTA	\$96,058	\$0	\$96,058

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OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$438,146,000	\$53,080,000	\$492,046,000
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - BART - Concord Shop Wheel Truing	BART	\$7,165,450	\$0	\$7,165,450
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - WETA - Central Bay Operations and Maintenance	WETA	\$1,325,466	\$0	\$1,325,466
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$9,285,937	\$0	\$9,285,937
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Overhaul	SFMTA	\$5,337,401	\$0	\$5,337,401
TPI - Caltrain - Control Point Installation	Caltrain	\$1,802,415	\$0	\$1,802,415
TPI - Caltrain - Postitive Train Control	Caltrain	\$2,332,747	\$0	\$2,332,747
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	\$1,344,917	\$0	\$1,344,917
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
TPI - VTA - Montague Expressway Pedestrian Bridge at Milpitas BART	VTA	\$2,768,555	\$0	\$2,768,555
TPI - Fairfield - Expand bus service between Fairfield and Vacaville	Fairfield	\$372,216	\$0	\$372,216
TPI - Fairfield - SolanoExpress Service Vehicle Replacement (for SolanoExpress Bus Stop Imps)	Fairfield	\$333,719	\$0	\$333,719
TPI - SolTrans - 40' Electric Bus Purchase & Hybrid-Diesel Bus Replacement	SolTrans	\$399,223	\$0	\$399,223
TPI - Petaluma - Transit Signal Priority, Phase I, II & III	Petaluma	\$378,692	\$0	\$378,692
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
TPI - Santa Rosa - Reimagining CityBus Implementation	Santa Rosa	\$682,177	\$0	\$682,177
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	\$199,667	\$0	\$199,667
SUBTOTAL		\$60,000,000	\$0	\$60,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM	TOTAL:	\$98,000,000	\$0	\$98,000,000

9. TRANSIT PERFORMANCE INITIATIVE (TPI)

TPI - Capital Investment Program

TPI - Round 1

AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$3,000,000	\$0	\$3,000,000
SFMTA Mission Mobility Maximization	SFMTA	\$5,383,109	\$0	\$5,383,109
SFMTA N-Judah Mobility Maximization	SFMTA	\$2,383,860	\$0	\$2,383,860
VTA Light Rail Transit Signal Priority	VTA	\$1,587,176	\$0	\$1,587,176
VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	\$712,888	\$0	\$712,888

TPI - Round 2

AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$1,000,000	\$0	\$1,000,000
SFMTA Geary BRT Phase 1: Near-Term Improvements	SFMTA	\$3,990,560	\$0	\$3,990,560
VTA Prev. Maint. (for Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000

TPI - Round 3

AC Transit San Pablo and Telegraph Ave Rapid Bus Upgrades	AC Transit	\$3,881,319	\$0	\$3,881,319
BART Train Seat Modification	BART	\$1,503,239	\$0	\$1,503,239
SamTrans Traffic Signal Priority on El Camino Real	SamTrans	\$3,459,000	\$0	\$3,459,000
SFMTA Geary BRT Phase 1: Near-Term Improvements	SFMTA	\$5,618,681	\$0	\$5,618,681
VTA Light Rail Crossovers & Switches	VTA	\$500,000	\$0	\$500,000
BBF - AC Transit Double Decker Bus Wash	AC Transit	\$1,600,000	\$0	\$1,600,000
BBF - AC Transit Higher Capacity Bus Fleets-Increased Service Freq.	AC Transit	\$7,400,000	\$0	\$7,400,000
BBF - West Grand Ave Transit Signal Priority	MTC	\$1,000,000	\$0	\$1,000,000

TPI - Round 4

Fairfield Solano Express Service Vehicle Repl. (for SolanoExpress Fairgrounds Dr/SR 37 Bus Stop)	Fairfield	\$1,000,000	\$0	\$1,000,000
Novato Pavement Rehabilitation (for Novato Downtown SMART Station)	Novato	\$500,000	\$0	\$500,000
NVTA Imola Ave and SR 29 Express Bus Improvements	NVTA	\$411,073	\$0	\$411,073
Santa Rosa CityBus New Transit System Optimization	Santa Rosa	\$411,000	\$0	\$411,000

9. TRANSIT PERFORMANCE INITIATIVE (TPI)

TOTAL: \$82,000,000 \$0 \$82,000,000

10. PRIORITY CONSERVATION AREA (PCA)

North Bay PCA Program

Specific projects TBD by North Bay CMAs

Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$140,000	\$0	\$140,000
Marin PCA - Thatcher Ranch Easement Acq. (Vineyard Rd Improvements)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (Vinyard Rd. Improvements)	Novato	\$500,000	\$0	\$500,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$40,000	\$0	\$40,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (SilveradoTrail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	\$1,175,000	\$0	\$1,175,000

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11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C
01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C
02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C
01/23/19-C 04/24/19-C 09/25/19-C 03/25/20-C 09/23/20-C 11/20/20-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$438,146,000	\$53,080,000	\$492,046,000
Solano PCA - Solano PCA Assessment Plan	STA	\$75,000	\$0	\$75,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$5,000,000	\$0	\$5,000,000
Peninsula, Southern and Eastern Counties PCA Program				
Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$4,500,000	\$0	\$4,500,000
10. PRIORITY CONSERVATION AREA (PCA)		TOTAL: \$9,500,000	\$0	\$9,500,000
OBAG 1 REGIONAL PROGRAMS TOTAL		TOTAL: \$438,146,000	\$53,080,000	\$492,046,000

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Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 November 2020

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C 11/20/13-C 01/22/14-C
02/26/14-C 05/28/14-C 09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C
09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C 12/21/16-C 04/26/17-C
05/24/17-C 06/28/17-C 09/27/17-C 01/24/18-C 02/28/18-C 03/28/18-C
05/23/18-C 09/26/18-C 12/19/18-C 09/23/20-C 11/20/20-C

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
ALAMEDA COUNTY				
<i>Specific projects TBD by Alameda CMA</i>				
CMA Base Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
CMA Planning Activities Augmentation - Alameda	ACTC	\$3,270,000	\$0	\$3,270,000
CMA Planning Activities FY 2016-17 Supplement	ACTC	\$1,034,000	\$0	\$1,034,000
Alameda County Safe Routes to School Program	ACTC	\$2,000,000	\$0	\$2,000,000
Alameda City Complete Streets	Alameda (City)	\$635,000	\$0	\$635,000
Alameda County Various Streets and Roads Preservation	Alameda County	\$1,665,000	\$0	\$1,665,000
Berkeley Downtown BART Plaza Streetscape	BART	\$340,000	\$3,726,000	\$4,066,000
Shattuck Ave Complete Streets and De-Couplet	Berkeley	\$2,777,000	\$0	\$2,777,000
Berkeley - Hearst Avenue Complete Streets	Berkeley	\$2,256,000	\$0	\$2,256,000
Dublin Boulevard Preservation	Dublin	\$470,000	\$0	\$470,000
Fremont Various Streets and Roads Preservation	Fremont	\$1,693,000	\$0	\$1,693,000
Fremont City Center Multi-Modal Imps	Fremont	\$6,267,000	\$0	\$6,267,000
Hayward - Industrial Boulevard Preservation	Hayward	\$1,335,000	\$0	\$1,335,000
Livermore Various Streets Preservation	Livermore	\$1,053,000	\$0	\$1,053,000
Enterprise Drive Complete Streets and Road Diet	Newark	\$454,000	\$0	\$454,000
Oakland Complete Streets	Oakland	\$3,851,000	\$0	\$3,851,000
7th Street West Oakland Transit Village Phase 2	Oakland	\$3,288,000	\$0	\$3,288,000
Lakeside Complete Streets and Road Diet	Oakland	\$7,000,000	\$0	\$7,000,000
Oakland - Peralta and MLK Jr. Way Streetscape- Phase I	Oakland	\$5,452,000	\$0	\$5,452,000
Lake Merritt BART Bikeways	Oakland	\$571,000	\$0	\$571,000
Piedmont Complete Streets	Piedmont	\$129,000	\$0	\$129,000
Pleasanton Complete Streets	Pleasanton	\$832,000	\$0	\$832,000
San Leandro Boulevard Preservation	San Leandro	\$804,000	\$0	\$804,000
Whipple Road Complete Streets	Union City	\$669,000	\$0	\$669,000
Union City BART TLC Phase 2	Union City	\$8,692,000	\$0	\$8,692,000
ALAMEDA COUNTY TOTAL:		\$60,373,000	\$3,726,000	\$64,099,000
CONTRA COSTA COUNTY				
<i>Specific projects TBD by Contra Costa CMA</i>				
CMA Base Planning Activities - Contra Costa	CCTA	\$3,036,000	\$0	\$3,036,000
CMA Planning Activities Augmentation - Contra Costa	CCTA	\$1,214,000	\$0	\$1,214,000
CMA Planning Activities FY 2016-17 Supplement - Contra Costa	CCTA	\$818,000	\$0	\$818,000
Antioch 9th Street Preservation	Antioch	\$673,000	\$0	\$673,000
Richmond BART Station Intermodal Imps.	BART	\$2,900,000	\$0	\$2,900,000
Balfour Road Preservation	Brentwood	\$290,000	\$0	\$290,000
Clayton Various Streets Preservation	Clayton	\$386,000	\$0	\$386,000
Concord BART Station Bicycle and Ped. Access Imps.	Concord	\$0	\$1,195,000	\$1,195,000
Detroit Avenue Bicycle and Pedestrian Imps.	Concord	\$965,000	\$1,189,000	\$2,154,000
Concord Various Streets Preservation	Concord	\$757,000	\$0	\$757,000
Contra Costa County Various Streets and Roads Preservation	Contra Costa County	\$1,941,000	\$0	\$1,941,000
Danville Various Streets and Roads Preservation	Danville	\$933,000	\$0	\$933,000
El Cerrito Various Streets and Roads Preservation	El Cerrito	\$630,000	\$0	\$630,000
El Cerrito Ohlone Greenway Bike and Ped. Imps.	El Cerrito	\$3,468,000	\$0	\$3,468,000
Hercules Intermodal Transit Center	Hercules	\$2,584,000	\$0	\$2,584,000
Hercules - Refugio Valley Road Preservation	Hercules	\$702,000	\$0	\$702,000
Lafayette - Mt. Diablo Blvd West Preservation	Lafayette	\$584,000	\$0	\$584,000
Martinez Various Streets and Roads Preservation	Martinez	\$1,023,000	\$0	\$1,023,000
Moraga Various Streets and Roads Preservation	Moraga	\$709,000	\$0	\$709,000
Oakley Various Streets and Roads Preservation	Oakley	\$1,031,000	\$0	\$1,031,000
Ivy Street Preservation	Orinda	\$552,000	\$0	\$552,000
Pinole - San Pablo Avenue Preservation	Pinole	\$453,000	\$0	\$453,000
Pittsburg - Railroad Avenue Preservation	Pittsburg	\$299,000	\$0	\$299,000
Pittsburg Multimodal Station Bike/Ped Access Imps.	Pittsburg	\$1,300,000	\$0	\$1,300,000
Golf Club Road Roundabout and Bike/Ped Imps.	Pleasant Hill	\$4,770,000	\$0	\$4,770,000
Pleasant Hill - Contra Costa Boulevard Preservation	Pleasant Hill	\$799,000	\$0	\$799,000
Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$413,000	\$0	\$413,000
Richmond Local Streets and Roads Preservation	Richmond	\$3,030,000	\$0	\$3,030,000
San Pablo Various Streets and Roads Preservation	San Pablo	\$454,000	\$0	\$454,000
San Pablo Avenue Bicycle and Pedestrian Imps.	San Pablo	\$5,978,000	\$0	\$5,978,000
San Ramon Valley Blvd Preservation	San Ramon	\$291,000	\$0	\$291,000
Walnut Creek North Main Street Preservation	Walnut Creek	\$655,000	\$0	\$655,000
CONTRA COSTA COUNTY TOTAL:		\$43,638,000	\$2,384,000	\$46,022,000
MARIN COUNTY				
<i>Specific projects TBD by Marin CMA</i>				
CMA Base Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Marin	TAM	\$418,000	\$0	\$418,000
CMA Planning Activities FY 2016-17 Supplement - Marin	TAM	\$720,000	\$0	\$720,000

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 November 2020

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05/23/18-C 09/26/18-C 12/19/18-C 09/23/20-C 11/20/20-C

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
Central Marin Ferry Bike/Ped Connection	TAM	\$1,500,000	\$0	\$1,500,000
Bolinas Avenue and Sir Francis Drake Intersection Imps.	Ross	\$274,000	\$0	\$274,000
San Rafael Various Streets and Roads Preservation	San Rafael	\$457,000	\$0	\$457,000
San Rafael Transit Center Pedestrian Access Imps.	San Rafael	\$1,900,000	\$0	\$1,900,000
Fairfax Parkade Circulation and Safety Imps.	Fairfax	\$0	\$300,000	\$300,000
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$243,000	\$407,000	\$650,000
Donahue Street Preservation	Marin County	\$1,077,000	\$0	\$1,077,000
DeLong Ave. and Ignacio Blvd Preservation	Novato	\$779,000	\$0	\$779,000
MARIN COUNTY TOTAL:		\$10,041,000	\$707,000	\$10,748,000
NAPA COUNTY				
<i>Specific projects TBD by Napa - NCTPA</i>	TBD			
CMA Base Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Napa	NCTPA	\$720,000	\$0	\$720,000
Napa City North/South Bike Connection	Napa (City)	\$300,000	\$0	\$300,000
California Boulevard Roundabouts	Napa (City)	\$2,463,000	\$431,000	\$2,894,000
Silverado Trail Phase "H" Preservation	Napa County	\$794,000	\$0	\$794,000
NAPA COUNTY TOTAL:		\$6,950,000	\$431,000	\$7,381,000
SAN FRANCISCO COUNTY				
<i>Specific projects TBD by San Francisco CMA</i>		\$3,393,000		\$0.46
CMA Base Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
CMA Planning Activities Augmentation - San Francisco	SFCTA	\$773,000	\$0	\$773,000
CMA Planning Activities FY 2016-17 Supplement- San Francisco	SFCTA	\$753,000	\$0	\$753,000
Longfellow Safe Routes to School	SF DPW	\$670,307	\$0	\$670,307
ER Taylor Safe Routes to School	SF DPW	\$400,115	\$0	\$400,115
Chinatown Broadway Complete Streets Phase IV	SF DPW	\$3,477,801	\$1,910,000	\$5,387,801
Mansell Corridor Complete Streets	SFCTA	\$1,762,239	\$0	\$1,762,239
Additional Light Rail Vehicles to Expand Muni Rail	SFMTA	\$10,227,539	\$0	\$10,227,539
Second Street Complete Streets	SF DPW	\$10,567,999	\$0	\$10,567,999
Transbay Center Bicycle and Pedestrian Imps.	TJPA	\$6,000,000	\$0	\$6,000,000
SAN FRANCISCO COUNTY TOTAL:		\$37,427,000	\$1,910,000	\$39,337,000
SAN MATEO COUNTY				
<i>Specific projects TBD by San Mateo CMA</i>				
CMA Base Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - San Mateo	SMCCAG	\$752,000	\$0	\$752,000
CMA Planning Activities FY 2016-17 Supplement - San Mateo	SMCCAG	\$720,000	\$0	\$720,000
PDA Planning Augmentation - San Mateo	SMCCAG	\$84,000	\$0	\$84,000
Atherton Various Streets and Roads Preservation	Atherton	\$285,000	\$0	\$285,000
Belmont Various Streets and Roads Preservation	Belmont	\$534,000	\$0	\$534,000
Old County Road Bike and Pedestrian Imps	Belmont	\$270,000	\$0	\$270,000
Ralston Road Pedestrian Improvements	Belmont	\$250,000	\$0	\$250,000
Carolan Avenue Complete Streets and Road Diet	Burlingame	\$986,000	\$0	\$986,000
US 101 / Broadway Interchange Bike/Ped Imps	Caltrans	\$3,613,000	\$0	\$3,613,000
Daly City Various Streets and Roads Preservation	Daly City	\$562,000	\$0	\$562,000
John Daly Boulevard Bicycle and Pedestrian Imps.	Daly City	\$1,290,000	\$0	\$1,290,000
Bay Road Bike and Ped Imps. Phase II and III	East Palo Alto	\$1,000,000	\$0	\$1,000,000
Menlo Park Various Streets and Roads Preservation	Menlo Park	\$427,000	\$0	\$427,000
Menlo Park Various Streets Bicycle and Pedestrian Imps	Menlo Park	\$499,000	\$0	\$499,000
Millbrae Various Streets and Roads Preservation	Millbrae	\$445,000	\$0	\$445,000
San Pedro Creek Bridge Replacement Bike/Ped Imps	Pacifica	\$1,141,000	\$0	\$1,141,000
Pacifica Linda Mar Blvd Preservation	Pacifica	\$431,000	\$0	\$431,000
Palmetto Avenue Streetscape	Pacifica	\$1,000,000	\$0	\$1,000,000
Portola Valley Various Streets and Roads Preservation	Portola Valley	\$224,000	\$0	\$224,000
Redwood City Various Streets and Roads Preservation	Redwood City	\$548,000	\$0	\$548,000
Middlefield Road Bicycle and Pedestrian Imps	Redwood City	\$1,752,000	\$0	\$1,752,000
San Bruno Avenue Pedestrian Improvements	San Bruno	\$123,000	\$0	\$123,000
San Bruno Avenue Street Median Imps	San Bruno	\$735,000	\$0	\$735,000
Crestview Drive Pavement Rehabilitation	San Carlos	\$412,000	\$0	\$412,000
San Carlos Streetscape and Pedestrian Imps	San Carlos	\$1,000,000	\$0	\$1,000,000
El Camino Real Ped Upgrades (Grand Boulevard Initiative)	San Carlos	\$182,000	\$0	\$182,000
Mount Diablo Ave. Rehabilitation	San Mateo (City)	\$270,000	\$0	\$270,000
North Central Pedestrian Imps	San Mateo (City)	\$1,000,000	\$0	\$1,000,000
San Mateo Citywide Crosswalk Improvements	San Mateo (City)	\$368,000	\$0	\$368,000

Metropolitan Transportation Commission

T4 New Act Cycle 2 Project Selection Criteria and Programming Policy - OBAG Program Project List

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 November 2020

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C 11/20/13-C 01/22/14-C
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05/23/18-C 09/26/18-C 12/19/18-C 09/23/20-C 11/20/20-C

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
Semicircular Road Bicycle and Pedestrian Access Imps	San Mateo County	\$320,000	\$0	\$320,000
South San Francisco Citywide Sidewalk Gap Closures	South San Francisco	\$357,000	\$0	\$357,000
South San Francisco Grand Blvd Pedestrian Imps	South San Francisco	\$1,000,000	\$0	\$1,000,000
South San Francisco Grand Blvd Complete Streets	South San Francisco	\$0	\$1,991,000	\$1,991,000
SAN MATEO COUNTY TOTAL:		\$25,253,000	\$1,991,000	\$27,244,000
SANTA CLARA COUNTY				
<i>Specific projects TBD by Santa Clara CMA</i>				
CMA Base Planning Activities - Santa Clara	VTA	\$4,246,000	\$0	\$4,246,000
CMA Planning Activities Augmentation - Santa Clara	VTA	\$1,754,000	\$0	\$1,754,000
CMA Planning Activities FY 2016-17 Supplement - Santa Clara	VTA	\$1,145,000	\$0	\$1,145,000
Hamilton Avenue Preservation	Campbell	\$279,000	\$0	\$279,000
Campbell Avenue Bicycle and Pedestrian Imps.	Campbell	\$3,718,000	\$0	\$3,718,000
Stevens Creek Boulevard Preservation	Cupertino	\$735,000	\$0	\$735,000
Ronan Channel / Lions Creek Multi-Use Trail	Gilroy	\$1,034,000	\$0	\$1,034,000
Eagleberry Street Preservation	Gilroy	\$808,000	\$0	\$808,000
Los Altos Various Streets and Roads Preservation	Los Altos	\$312,000	\$0	\$312,000
El Monte Road Preservation	Los Altos Hills	\$186,000	\$0	\$186,000
Hillside Road Preservation	Los Gatos	\$139,000	\$0	\$139,000
Milpitas Various Streets and Roads Preservation	Milpitas	\$1,652,000	\$0	\$1,652,000
Monte Sereno Various Streets and Roads Preservation	Monte Sereno	\$250,000	\$0	\$250,000
Monterey Road Preservation	Morgan Hill	\$1,379,000	\$0	\$1,379,000
Mountain View Various Streets Preservation and Bike Lanes	Mountain View	\$1,166,000	\$0	\$1,166,000
Palo Alto Various Streets and Roads Preservation	Palo Alto	\$956,000	\$0	\$956,000
West San Carlos Urban Village Streetscape Imps	San Jose		\$4,350,000	\$4,350,000
San Jose Citywide Bikeway Program	San Jose	\$908,132	\$0	\$908,132
San Jose Citywide Pavement Management Program	San Jose	\$11,531,000	\$0	\$11,531,000
San Jose Citywide SRTS Infrastructure Program	San Jose	\$839,196	\$0	\$839,196
Campbell: Harriet Ave Sidewalk Imps.	Campbell	\$552,672	\$0	\$552,672
San Jose Citywide Smart Intersections Program	San Jose	\$1,150,000	\$0	\$1,150,000
Almaden Ave & Vine St Safety Imps.	San Jose	\$1,500,000	\$0	\$1,500,000
East San Jose Bicycle/Pedestrian Transit Connection	San Jose	\$2,000,000	\$0	\$2,000,000
Jackson Avenue Bicycle and Pedestrian Imps.	San Jose	\$1,500,000	\$0	\$1,500,000
San Jose Pedestrian-Oriented Traffic Safety Signals	San Jose	\$3,000,000	\$0	\$3,000,000
St. Johns Bikeway and Pedestrian Improvements	San Jose	\$1,185,000	\$0	\$1,185,000
The Alameda "Beautiful Way" Grand Boulevard Phase 2	San Jose	\$3,150,000	\$0	\$3,150,000
Santa Clara Various Streets and Roads Preservation	Santa Clara (City)	\$1,891,000	\$0	\$1,891,000
San Tomas Expressway Box Culvert Rehabilitation	Santa Clara County	\$7,799,072	\$0	\$7,799,072
Capitol Expressway Traffic ITS and Bike/Ped Imps.	Santa Clara County	\$7,491,928	\$0	\$7,491,928
San Tomas Aquino Spur Multi-Use Trail Phase 2	Santa Clara County	\$3,234,000	\$0	\$3,234,000
Saratoga Village Sidewalk Preservation	Saratoga	\$162,000	\$0	\$162,000
Saratoga Ave-Prospect Rd Complete Streets	Saratoga	\$4,205,000	\$0	\$4,205,000
Duane Avenue Preservation	Sunnyvale	\$1,352,935	\$0	\$1,352,935
Fair Oaks Avenue Bikeway and Streetscape	Sunnyvale	\$956,000	\$0	\$956,000
Maude Avenue Bikeway and Streetscape	Sunnyvale	\$918,065	\$0	\$918,065
Sunnyvale: Peery Park Sense of Place Improvements	Sunnyvale	\$794,000	\$0	\$794,000
Sunnyvale Safe Routes to School Ped Infrastructure Imps	Sunnyvale	\$1,569,000	\$0	\$1,569,000
Sunnyvale-Saratoga Road Bike/Ped Safety Enhancements	Sunnyvale	\$524,000	\$0	\$524,000
Milpitas BART Station Montague Expwy Ped Overcrossing	VTA	\$4,184,000	\$0	\$4,184,000
VTA/San Jose: Upper Penitencia Creek Multi-Use Trail	VTA	\$1,514,000	\$0	\$1,514,000
Santa Clara Caltrain Station Bike/Ped Undercrossing	VTA	\$1,251,000	\$0	\$1,251,000
SANTA CLARA COUNTY TOTAL:		\$84,921,000	\$4,350,000	\$89,271,000
SOLANO COUNTY				
<i>Specific projects TBD by Solano CMA</i>				
CMA Base Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Solano	STA	\$333,000	\$0	\$333,000
CMA Planning Activities FY 2016-17 Supplement - Solano	STA	\$720,000	\$0	\$720,000
Local PDA Planning Augmentation	STA	\$511,000	\$0	\$511,000
East 2nd Street Preservation	Benicia	\$495,000	\$0	\$495,000
Benicia Safe Routes to Schools Infrastructure Imps	Benicia	\$100,000	\$0	\$100,000
West A Street Preservation	Dixon	\$490,000	\$0	\$490,000
Dixon SRTS Infrastructure Imps	Dixon	\$100,000	\$0	\$100,000
Beck Avenue Preservation	Fairfield	\$1,424,000	\$0	\$1,424,000
SR 12 Pedestrian Crossing Improvements	Rio Vista	\$100,000	\$0	\$100,000
Redwood-Fairgrounds Dr Interchange - Bike/Transit Imps	Solano County	\$94,000	\$0	\$94,000

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 November 2020

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OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
Solano County - Various Streets and Roads Preservation	Solano County	\$1,389,000	\$0	\$1,389,000
Vaca-Dixon Bike Route Phase 5	Solano County	\$1,800,000	\$0	\$1,800,000
West B Street Bicycle/Pedestrian RxR Undercrossing	STA	\$1,394,000	\$1,141,000	\$2,535,000
Eastern Solano / SNCI Rideshare Program	STA	\$533,000	\$0	\$533,000
Solano Transit Ambassador Program	STA	\$250,000	\$0	\$250,000
Driftwood Drive Path	Suisun City	\$439,045	\$0	\$439,045
Walters Road/Pintail Drive Preservation	Suisun City	\$356,000	\$0	\$356,000
Suisun/Fairfield Intercity Rail Station Access Imps	Suisun City	\$415,000	\$0	\$415,000
Vacaville SRTS Infrastructure Imps	Vacaville	\$303,207	\$0	\$303,207
Vacaville - Various Streets and Roads Preservation	Vacaville	\$1,231,000	\$0	\$1,231,000
Allison Bicycle/Pedestrian Imps.	Vacaville	\$450,000	\$0	\$450,000
Ulatis Creek Bicycle/Pedestrian Pathway and Streetscape	Vacaville	\$60,020	\$0	\$60,020
Vallejo SRTS Infrastructure Imps	Vallejo	\$247,728	\$0	\$247,728
Vallejo Downtown Streetscape - Phases 3 and 4	Vallejo	\$2,440,000	\$0	\$2,440,000
SOLANO COUNTY TOTAL:		\$18,348,000	\$1,141,000	\$19,489,000
SONOMA COUNTY				
<i>Specific projects TBD by Sonoma - SCTA</i>				
CMA Base Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Sonoma	SCTA	\$720,000	\$0	\$720,000
Sonoma County Safe Routes to School - FY18-22 Supplemental	SCTA	\$50,000	\$0	\$50,000
Cloverdale Safe Routes to Schools Phase 2	Cloverdale	\$100,000	\$0	\$100,000
Cotati Old Redwood Highway South Preservation (CS)	Cotati	\$250,000	\$0	\$250,000
Healdsburg Various Streets and Roads Preservation	Healdsburg	\$250,000	\$0	\$250,000
Petaluma Complete Streets	Petaluma	\$1,848,000	\$0	\$1,848,000
Rohnert Park Various Streets Preservation	Rohnert Park	\$1,103,000	\$0	\$1,103,000
Rohnert Park Bicycle and Pedestrian Improvements	Rohnert Park	\$500,000	\$0	\$500,000
Downtown Santa Rosa Streetscape	Santa Rosa	\$360,000	\$353,000	\$713,000
Santa Rosa Complete Streets Road Diet on Transit Corridors	Santa Rosa	\$2,196,000	\$0	\$2,196,000
Sebastopol Various Streets and Roads Preservation	Sebastopol	\$250,000	\$0	\$250,000
SMART Larkspur Extension (Regional Project)	SMART	\$6,100,000	\$0	\$6,100,000
SMART Clipper Card Service	MTC	\$500,000	\$0	\$500,000
SMART Bicycle/Pedestrian Pathway	SMART	\$0	\$1,043,000	\$1,043,000
Sonoma Various Streets and Roads Preservation	Sonoma (City)	\$250,000	\$0	\$250,000
Sonoma County Various Streets and Roads Preservation	Sonoma County	\$3,377,000	\$0	\$3,377,000
Windsor Road/Jaquar Lane Bicycle/Pedestrian Imps.	Windsor	\$630,000	\$0	\$630,000
Conde Lane/Johnson Street Pedestrian Imps.	Windsor	\$432,000	\$0	\$432,000
Windsor Rd/Bell Rd/Market St Pedestrian Imps.	Windsor	\$410,000	\$0	\$410,000
Santa Rosa US 101 Bike/Pedestrian Bridge Overcrossing	Santa Rosa	\$364,000	\$0	\$364,000
SONOMA COUNTY TOTAL:		\$22,363,000	\$1,396,000	\$23,759,000
Cycle 2 Total		\$309,314,000	\$18,036,000	\$327,350,000

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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and Infrastructure Gap Closures (\$4,000,000) and a Detection Technology Pilot (\$5,000,000) within the Regional Active Operational Management program; and remove \$290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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Active Operational Management Program; and reflect the programming of \$30,000 in MTC exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

On April 25, 2018, Attachment B-1 was revised to program \$8,200,000 in Priority Conservation Area (PCA) grants within the North Bay PCA Program; \$3,400,000 to Sonoma County Transportation Authority (SCTA) for the Marin Sonoma Narrows B2 Phase 2 project, as part of an exchange agreement in which an equal amount of SCTA's future Regional Transportation Improvement Program (RTIP) funds will be programmed at MTC's discretion; \$7,288,000 in PDA Planning and Implementation grants; and \$500,000 to MTC for PDA Implementation.

On May 23, 2018, Attachments B-1 and B-2 were revised to change the project sponsor from MTC to VTA for the IDEA Program project at the Veteran's Administration Palo Alto Medical Center; redirect funds within the Santa Clara County OBAG 2 County Program to reduce San Jose's West San Carlos Urban Village Streetscape Improvements by \$2,050,000, redirecting \$1,000,000 from the project to Santa Clara's Saratoga Creek Trail Phase 1 and \$1,050,000 to Saratoga's Prospect Rd Complete Streets project; and direct an additional \$25,000 in unprogrammed balances within Santa Clara County OBAG 2 County Program to Saratoga's Prospect Rd Complete Streets project.

On June 27, 2018, Attachments B-1 and B-2 were revised to program \$800,000 to MTC's Carsharing Implementation and \$325,000 to Targeted Transportation Alternatives within the Climate Initiatives Program; redirect from MTC's 511 NextGen program \$8,271,000 to 511 Implementation, \$2,000,000 to Contra Costa Transportation Authority's (CCTA's) I-80 Central Ave Interchange Improvements project, and \$380,000 to an unprogrammed balance within the Regional Active Operational Management program; clarify the scope of MTC's Freeway Performance Program I-880 to reflect the project limits of I-80 to I-280; and redirect \$1,394,000 from Vallejo's Local Streets Rehabilitation project to Fairfield's Heart of Fairfield project within the Solano County Program.

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 6

Windsor's PDA Planning and Implementation Staffing Assistance grant by \$85,000 as this project will receive an equivalent amount of funds through a prior cycle; a total of \$150,000 balance created by these two revisions was returned to the Regional PDA Planning Grant Program un-programmed balance.

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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Richmond-San Rafael Bridge Bikeway Access; \$1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and \$1,100,000 to MTC for Napa Valley Transportation Demand.

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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existing projects; and to redirect \$251,000 within the San Mateo County Program from Atherton's Middlefield Road Class II Bike Lanes to its James Avenue Rehabilitation.

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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North Bay counties) within the Housing Incentive Pool program to establish the Sub-HIP program, with specific projects to be recommended through future programming actions; and program \$1 million to BART for AB2923 Implementation from unprogrammed balances within the PDA Planning & Implementation program.

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

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

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

On July 22, 2020, Attachment B-1 was revised to program \$5 million to five projects in Solano, Marin, Napa, and Sonoma Counties within the Housing Incentive Pool Pilot Program (Sub-HIP) and program \$1 million to the Napa Valley Forward Traffic Calming and Multimodal Improvements project within the Freeway Performance Program (FPP); and incorporate \$7,681,887 in federal Highway Infrastructure Program apportionment provided through the

ABSTRACT

MTC Resolution No. 4202, Revised

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Department of Transportation Appropriations Act, 2020 to the Golden Gate Bridge Suicide Deterrent.

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

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

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, September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, February 12, 2020, May 13, 2020, July 8, 2020, September 9 2020, and November 4, 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
November 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 07/22/20-C 11/20/20-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$450,683,781	\$59,121,219
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	MTC	\$9,555,000	
1. REGIONAL PLANNING ACTIVITIES	TOTAL:	\$9,555,000	
2. PAVEMENT MANAGEMENT PROGRAM			
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			
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			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		\$500,000
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	\$2,078,781	\$37,921,219

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
November 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 07/22/20-C 11/20/20-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$450,683,781	\$59,121,219
Clipper	MTC	\$34,200,000	
Unprogrammed Balance		\$15,283,000	
6. TRANSIT PRIORITIES	TOTAL:	\$151,361,781	\$37,921,219
7. PRIORITY CONSERVATION AREA (PCA)			
7. PRIORITY CONSERVATION AREA (PCA)	TOTAL:	\$9,200,000	\$7,200,000
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			
Fairfield: Pavement Preservation/Rehabilitation (for One Lake Apts. Linear Park Trail)	Fairfield	\$2,100,000	
Vacaville: Pavement Preservation/Rehabilitation (for Allison PDA Affordable Housing)	Vacaville	\$1,900,000	
Marin County: Marin City Pedestrian Crossing Imps.	Marin County	\$300,000	
NVTA: Imola Park and Ride	NVTA	\$300,000	
Santa Rosa: Downtown Multi-modal and Fiber Improvements	Santa Rosa	\$400,000	
8. BAY AREA HOUSING INITIATIVES	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	Larkspur-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:	\$450,683,781	\$59,121,219

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-1480	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	9/28/2020	In control:		Programming and Allocations Committee	
On agenda:	11/4/2020	Final action:			
Title:	MTC Resolution No. 4431, Revised. Allocation of \$2.4 million in FY 2020-21 State Transit Assistance (STA) funds to WestCAT to support transit operations.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	4e - 20-1480 - Reso 4431 - WestCAT Allocation.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4431, Revised. Allocation of \$2.4 million in FY 2020-21 State Transit Assistance (STA) funds to WestCAT to support transit operations.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

November 4, 2020

Agenda Item 4e - 20-1480

MTC Resolution No. 4431, Revised

Subject: Allocation of \$2.4 million in FY 2020-21 State Transit Assistance (STA) funds to WestCAT to support transit operations

Background: Approximately \$340 million in STA Revenue-based and Population-based funds are estimated to be available in FY 2020-21 to support transit operations and capital projects in the Bay Area. STA funds are derived from the sales tax on diesel fuel and are split equally at the state level between the Revenue-based and Population-based programs.

This month, \$2.4 million in STA funding is proposed to be allocated to WestCAT in support of transit operations. These funds come from the BART STA Revenue-based apportionment that is used to support its Feeder Bus Program. WestCAT will receive another \$2.5 million in STA funding through the Executive Director's Delegated Authority process, as the allocation requests from various apportionments fall below the \$1 million threshold. These delegated authority allocations will be included in the second quarter report to PAC in January 2021.

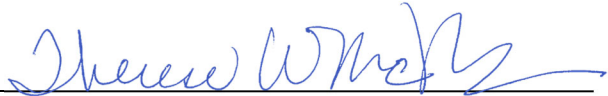
In June, the WestCAT Board adopted a budget for the first quarter of FY 2020-21 and requested approximately \$2 million in Transportation Development Act (TDA), STA, and Regional Measure (RM2) operating funds to support their partial-year budget. In September, WestCAT approved a budget for the entire fiscal year and updated their request for funds accordingly. TDA, STA, and RM2 comprise 54% of WestCAT's operating revenue. Most of the Federal Coronavirus Aid, Relief, and Economic Security Act funds programmed to WestCAT were carried into FY 2020-21 and comprise 27% of their operating revenue.

WestCAT's total operating budget of \$12.8 million is fully funded and is slightly more than the FY 2019-20 budget. Their fixed route service is about 65% of normal while paratransit service is about 40% of normal; ridership on both services is about 30% of normal. Contracted operations staffing will be maintained at current levels to allow for back-up buses and to increase service as needed.

Issues: None

Recommendation: Refer MTC Resolution No. 4431, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4431, Revised


Therese W. McMillan

Date: June 24, 2020
W.I.: 1514
Referred by: PAC
Revised: 07/22/20-C 09/23/20-C
10/28/20-C 11/20/20-C

ABSTRACT

Resolution No. 4431, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2020-21.

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

Attachment A to this resolution was revised on July 22, 2020 to allocate funds to SolTrans.

Attachment A to this resolution was revised on September 23, 2020 to allocate funds to Golden Gate Bridge, Highway, and Transportation District (GGBHTD), San Francisco Municipal Transportation Agency (SFMTA), and Solano Transportation Authority. Funds will be rescinded from MTC.

Attachment A to this resolution was revised on October 28, 2020 to allocate funds to AC Transit, CCCTA, Eastern Contra Costa Transit Authority (ECCTA or Tri Delta Transit), Livermore Amador Valley Transit Authority (LAVTA), and Sonoma County Transit.

Attachment A to this resolution was revised on November 20, 2020 to allocate funds to Western Contra Costa Transit Authority (WestCAT).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2020, July 8, 2020, September 9, 2020, October 14, 2020, and November 20, 2020.

Date: June 24, 2020
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2020-21 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4431

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 2020-21 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 2020-21 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

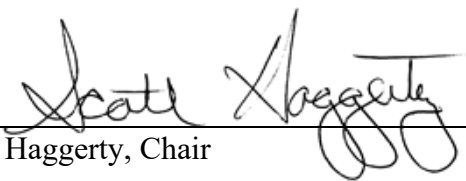
RESOLVED, that MTC approves the allocation of fiscal year 2020-21 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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 and at other remote locations, on June 24, 2020.

Date: June 24, 2020
 Referred by: PAC
 Revised: 07/22/20-C 09/23/20-C
 10/28/20-C 11/20/20-C

Attachment A
 MTC Resolution No. 4431
 Page 1 of 1

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
 DURING FISCAL YEAR 2020-21

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
5821 - 6730B Capital - Population-based Lifeline					
VTA	Cycle 4: ADA Transition Plan	3,596,543	01	06/24/20	Santa Clara County
	Subtotal	3,596,543			
5820 - 6730A Operating Costs - Revenue-based					
VTA	Transit Operations	13,808,720	02	06/24/20	VTA
AC Transit	Transit Operations	14,412,123	03	06/24/20	AC Transit
SFMTA	Transit Operations	37,648,058	09	09/23/20	SFMTA
GGBHTD	Transit Operations	5,072,785	10	09/23/20	GGBHTD
ECCTA	Transit Operations	3,049,550	12	10/28/20	BART
WCCTA	Transit Operations	2,394,577	19	11/20/20	BART
	Subtotal	76,385,813			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper Operations	5,800,000	04	06/24/20	MTC
MTC	Means-based Fare Pilot Subsidy	3,300,000	05	06/24/20	Means-based
MTC	Means-based Fare Pilot Admin	2,700,000	06	06/24/20	Means-based
MTC	Clipper Operations	(5,584,195)	04	09/23/20	MTC
	Subtotal	6,215,805			
5820 - 6730A Operating Costs - County Block Grant					
SolTrans	Transit Operations	1,388,993	08	07/22/20	Solano County
CCCTA	Transit Operations	2,971,480	13	10/28/20	Contra Costa County
AC Transit	Transit Operations	3,187,777	14	10/28/20	Alameda County
LAVTA	Transit Operations	1,097,177	15	10/28/20	Alameda County
Sonoma County	Transit Operations	1,058,070	16	10/28/20	Sonoma County
ECCTA	Transit Operations	1,894,062	17	10/28/20	Contra Costa County
	Subtotal	11,597,559			
5822 - 6731C Paratransit - Operating - County Block Grant					
VTA	Transit Operations	3,977,636	07	06/24/20	Santa Clara County
SFMTA	Paratransit Operations	2,496,392	18	10/28/20	San Francisco County
	Subtotal	6,474,028			
5828 - 6731B Planning and Admin - County Block Grant					
Solano TA	Planning and Administration	2,272,950	11	09/23/20	Solano County
	Subtotal	2,272,950			
	TOTAL	106,542,698			

Date: June 21, 2020
Referred by: PAC

Attachment B
Resolution No. 4431
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2020-21 STATE TRANSIT ASSISTANCE FUNDS
TO CLAIMANTS IN THE MTC REGION

FINDINGS

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

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and
5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and

6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and
7. That each claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and
8. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code (“Pull Notice Program”), as required by PUC § 99251; and
9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and
10. That each claimant has certified that it has entered into a joint fare revenue sharing agreement with every connecting transit operator, and that it is in compliance with MTC’s Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-1451	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	9/22/2020	In control:		Programming and Allocations Committee	
On agenda:	11/4/2020	Final action:			
Title:	Transportation Development Act (TDA) Triennial Audit report for FY2019-20. A presentation of the findings from TDA Triennial Performance Audits of AC Transit, BART, Central Contra Costa County Transit Authority, Marin Transit, Petaluma, Santa Rosa, and Sonoma County Transit. Note the audit period was pre-COVID19.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	4f - 20-1451 - TDA Performance Audits.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

Transportation Development Act (TDA) Triennial Audit report for FY2019-20. A presentation of the findings from TDA Triennial Performance Audits of AC Transit, BART, Central Contra Costa County Transit Authority, Marin Transit, Petaluma, Santa Rosa, and Sonoma County Transit. Note the audit period was pre-COVID19.

Presenter:

Christina Hohorst

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

November 4, 2020

Agenda Item 4f - 20-1451

Transportation Development Act (TDA) Triennial Audit report for FY2019-20

Subject: A presentation of the findings from TDA Triennial Performance Audits of AC Transit, BART, Central Contra Costa County Transit Authority, Marin Transit, Petaluma, Santa Rosa, and Sonoma County Transit. This performance audit covers pre-COVID-19 Fiscal Years 2017 through 2019.

Background: The Transportation Development Act (TDA) requires that MTC administer triennial performance audits of the region's transit operators. Operators are divided into three groups, with one group audited each year on a three-year cycle. The audits are conducted under contract by an independent auditing firm, currently Pierlott and Associates, LLC.

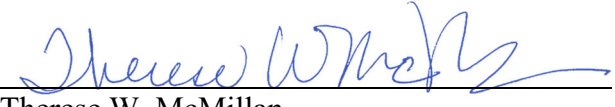
The attached presentation summarizes findings and recommendations for the recently completed audits, focusing on each operator's three-year trends between FY2016-17 and FY2018-19. Audited performance indicators include cost per hour, cost per passenger, and passengers per hour. Five of seven operators were successful in reducing or keeping their cost per hour growth to within inflationary adjustments. Service effectiveness (ridership) and cost efficiency trends (productivity) were mixed but generally declining, during the audit period as shown below:

Agency	Productivity	Ridership	Notes
AC Transit	↓	↔	Steady service levels and mostly unchanged ridership
BART	↔	↓	Steady service and decrease in ridership
County Connection	↓	↓	Steady service levels and decrease in ridership
Marin Transit	↔	↔	Steady service and ridership levels
Sonoma County Transit	↓	↓	Steady service levels and decrease in ridership
Santa Rosa	↓	↓	Steady service levels and decrease in ridership
Petaluma	↓	↓	Decrease in both service levels and ridership

Issues: The audit recommendations may no longer be relevant due to the COVID-19 pandemic and its impacts on transit operating performance. Audit recommendations are addressed as Productivity Improvement Program (PIP) projects. MTC staff will work with operators to ensure that PIP projects are relevant to current circumstances.

Recommendation: Information. No action required.

Attachments: Transportation Development Act (TDA) Triennial Audit Presentation



Therese W. McMillan



**METROPOLITAN
TRANSPORTATION
COMMISSION**

**FY2020 TDA
Operator Performance Audits
Programming & Allocations Committee
November 4, 2020**

Presentation Overview

COVID-19 Impact on Transit Operating Performance

- Pandemic has changed the transportation landscape
- Audit measures performance for years not impacted by pandemic
- Audit recommendations may or may not be relevant in current environment

TDA Performance Audits

- Triennial compliance audits are focused on multi-year trends and performance measures
- Current audit round: BART, AC Transit, County Connection, Marin Transit, Sonoma County Transit (SCT), Santa Rosa CityBus, and Petaluma Transit

TDA Performance Metrics

- Cost Per Vehicle Service Hour
- Cost Per Passenger
- Passengers Per Vehicle Service Hour
- Passengers Per Vehicle Service Mile
- Vehicle Service Hours Per Employee



FY2020 TDA Performance Audits – Audit Plan

Audit Period

- FYs 2016-17, 2017-18 and 2018-19

Audit Activities

- Review data collection, management and reporting methods.
- TDA performance indicator trend analysis.
- Compliance with statutory and regulatory requirements.
- Review actions to implement prior audit recommendations.
- Functional area performance review.
- Conclusions, commentary and recommendations.

Operator Profiles – All Modes



Statistics

- Annual Operating Expense: \$686 M
- Annual Passenger Trips: 128.4 M
- Vehicle Service Hours : 2.4 M
- Cost/Hour : \$286

Highlights

- Completion of Warm Springs/South Fremont Station (2017);
- Opened eBART service extension (2018);
- Establishment of BART Inspector General position

Planned Activities

- Station Modernization Program;
- Warm Springs/Silicon Valley line extension;
- Continuation of Hayward Maintenance Complex expansion project
- Ongoing new rail car procurements



Statistics

- Annual Operating Expense: \$437 M
- Annual Passenger Trips: 53.5 M
- Vehicle Service Hours : 2.3 M
- Cost/Hour : \$188

Highlights

- Completion of new Transbay Terminal;
- Implemented new CAD/AVL system on all buses;
- Adopted Safety Management System and Transit Asset Management Policy

Planned Activities

- Final phase of BRT line on International Boulevard;
- Transbay Fare increase implemented in January 2020;
- Development of Zero Emission Bus fleet

TD1
CH2

Slide 4

TR1

Was this implemented? If so, state that. Did you mean 2021? If 2021, is this still true or should we remove it?

Theresa Romell, 10/18/2020

CH2

A \$.50 fare increase was implemented in January of 2020.

Christina Hohorst, 10/19/2020



Annual Operating Expense: \$37.9 M
Annual Passenger Trips: 3,404,865
Vehicle Service Hours: 308,206
Cost Per Hour: \$123

Highlights:

- Initiated “Early Bird Express” service to BART stations within service area, to assist with Transbay Tube seismic retrofit construction project;
- Completed major service restructuring in 2019;
- Increased fares on March 10, 2019; first increase since 2009;
- Working on new Short Range Transit Plan.



Annual Operating Expense: \$26.8 M
Annual Passenger Trips: 3,087,067
Vehicle Service Hours: 235,123
Cost Per Hour: \$114

Highlights:

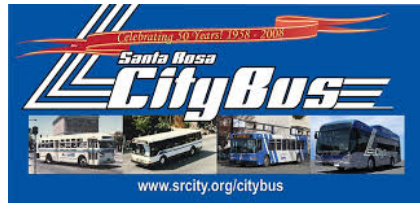
- Implemented service improvements in 2016 on select corridors, to 15-minute daily service levels from 15/30-minute peak and 30/60-minute off-peak service frequencies, focusing on reducing travel times;
- Initiated Marin Transit Connect in 2018, a demand response service designed to increase first/last mile commuter connections to major employers in northern San Rafael.



Annual Operating Expense: \$13.6 M
Annual Passenger Trips: 1,851,967
Vehicle Service Hours: 101,527
Cost Per Hour: \$135

Highlights:

- Began feeder service to Sonoma Marin Area Rail Transit (SMART) stations;
- Initiated fare free local service in Cloverdale, Healdsburg, Sebastopol, Windsor, Sonoma/Sonoma Valley and Lower Russian River communities;
- Procured first electric bus.



Annual Operating Expense: \$16.5 M
Annual Passenger Trips: 965,635
Vehicle Service Hours: 133,298
Cost Per Hour: \$124

Highlights:

- Implemented redesigned transit system in 2017, including some 15-minute service frequencies;
- Consolidated all Transit Division offices within Transit Operations Building;
- Made bus service, stop and amenity improvements around new SMART commuter rail stations in Santa Rosa.



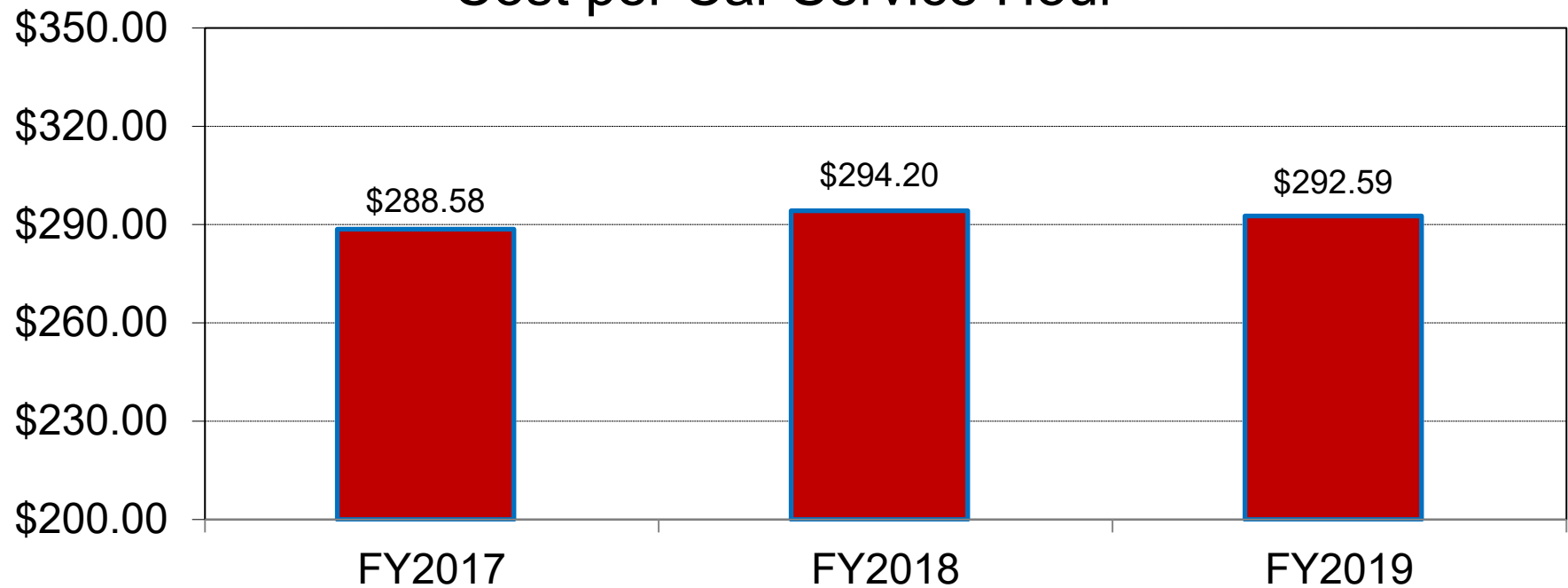
Annual Operating Expense: \$2.9 M
Annual Passenger Trips: 349,280
Vehicle Service Hours: 27,862
Cost Per Hour: \$102

Highlights:

- Took delivery of two new fixed-route and two new paratransit vehicles;
- Adjusted schedules to service new SMART commuter rail service in downtown Petaluma;
- Continuing vehicle replacement program and updating SRTP in FY2020-21.

BART - Heavy Rail Transit

Cost per Car Service Hour



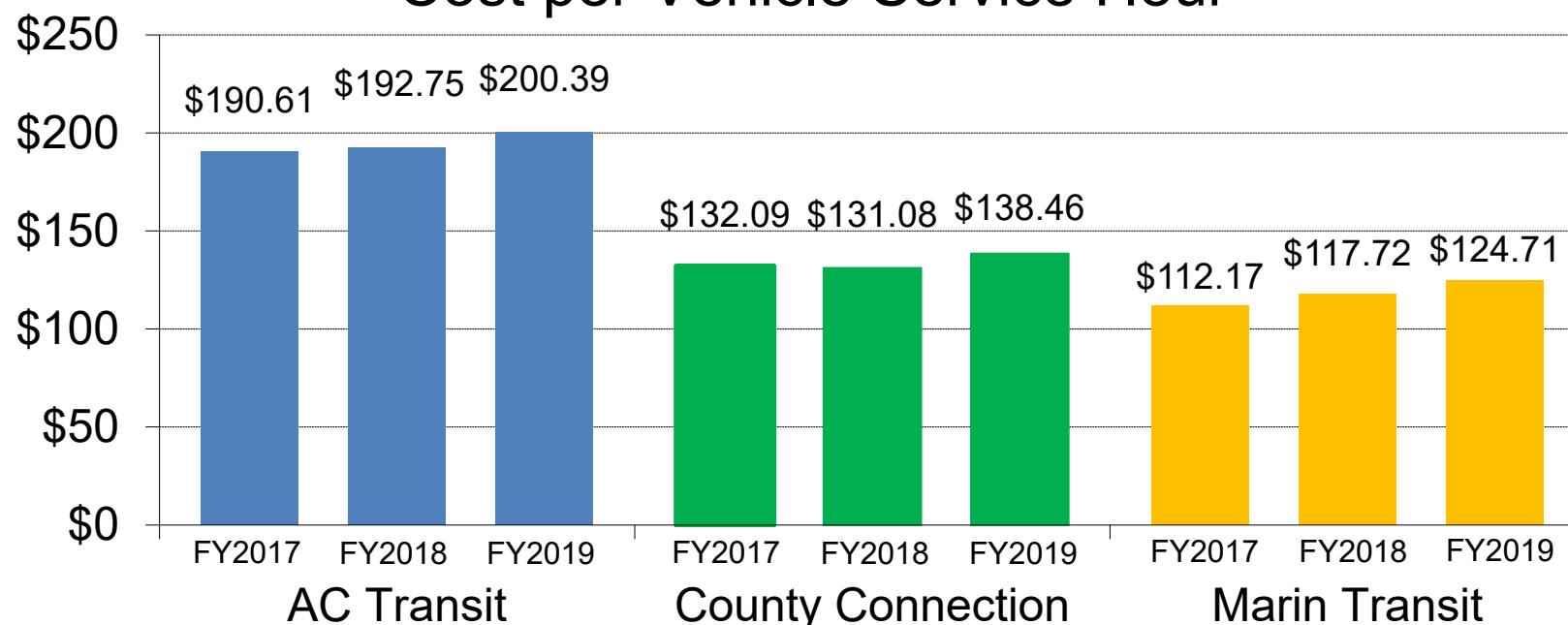
FY2017-FY2019 Average Annual Change (CPI = 3.5%)

BART 0.7%

- BART operating costs rose 2.6 percent per year on average while car service hours rose 1.9 percent per year, resulting in cost per hour only increasing by 0.7 percent

Fixed-Route Bus – Larger Operators

Cost per Vehicle Service Hour



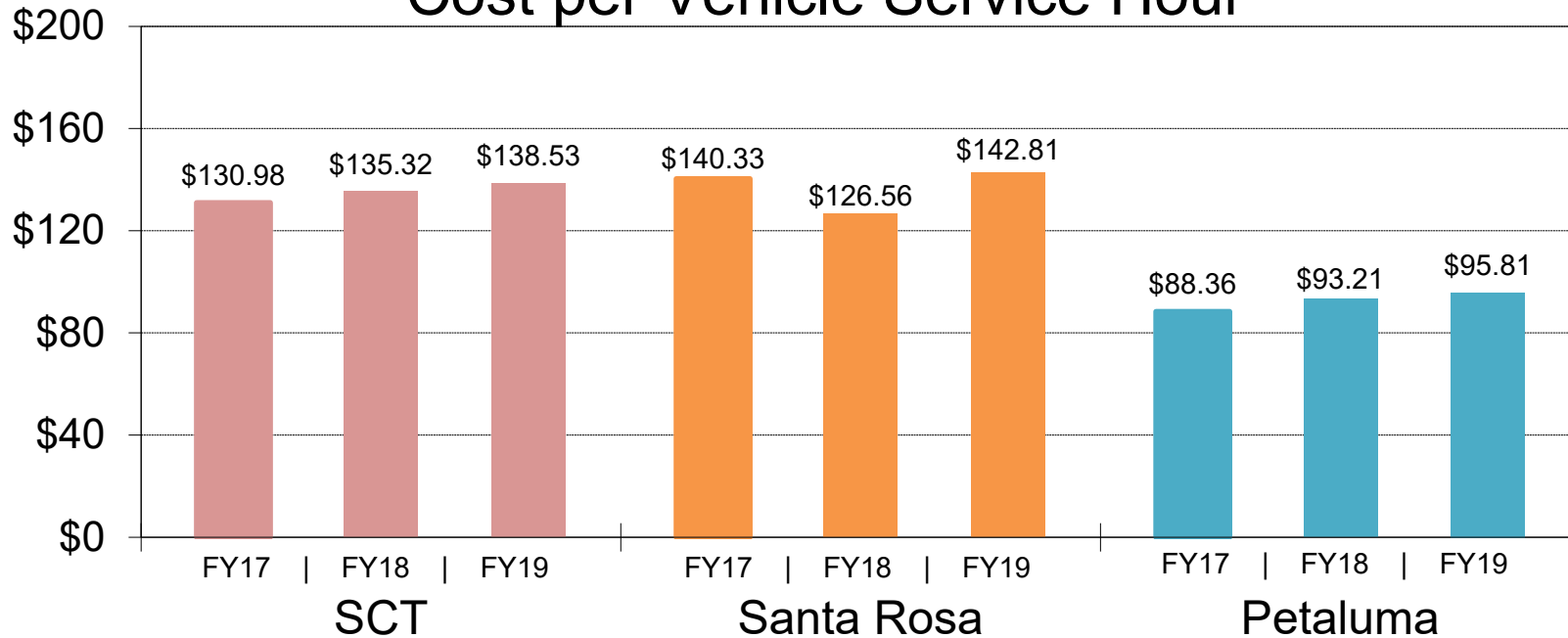
FY2016-FY2018 Average Annual Change (CPI = 3.5%)

AC Transit 2.5%	County Connection 2.4%	Marin Transit 5.4%
-----------------	------------------------	--------------------

- AC Transit's operating costs increased an average of 5.5 percent per year, while service hours increased by 2.9 percent per year.
- County Connection's operating costs increased an average of 4.3 percent per year, while service hours increased 1.9 percent per year.
- Marin Transit's six percent average annual increase in operating costs, and almost unchanged service hours resulted in a 5.4 percent annual increase cost per service hour.

Fixed-Route Bus – Smaller Operators

Cost per Vehicle Service Hour



FY2016-FY2018 Average Annual Change (CPI = 3.5%)

■ SCT 2.8%	■ Santa Rosa 0.9%	■ Petaluma 4.1 %
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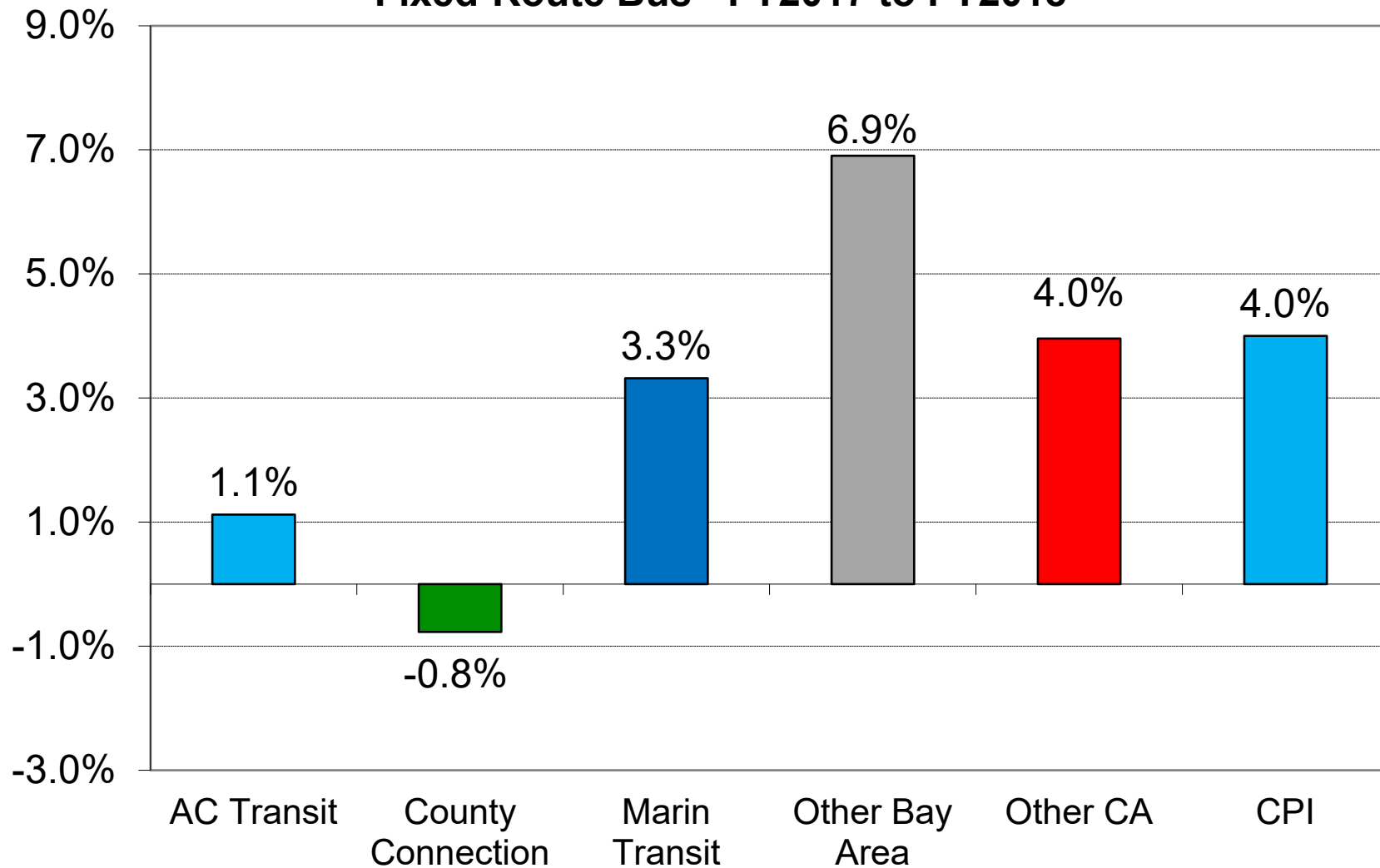
- Sonoma's costs increased modestly, while service hours decreased overall during the audit period..
- Santa Rosa's operating costs and service hours both fluctuated over the period, resulting in a modest average annual increase in cost per hour.
- Petaluma's operating cost increase outpaced the increase in service hours by an average of about three percent per year, resulting in a 4.1 percent annual increase in cost per service hour.

Passengers per Vehicle/Service Hour Trends

FY2017 through FY2019

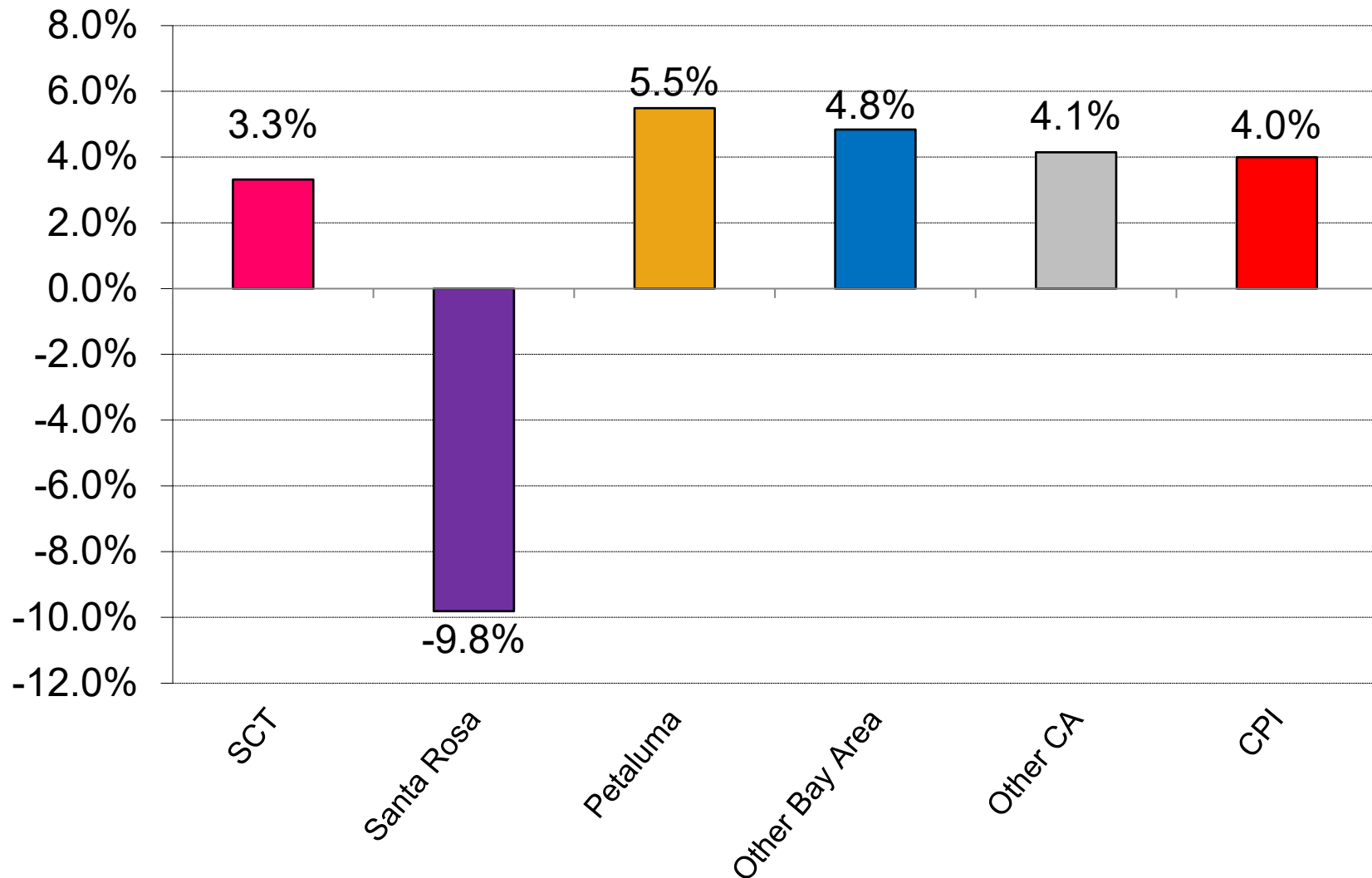
Agency	Productivity	Ridership	Notes
AC Transit	↓	↔	Steady service levels and mostly unchanged ridership
BART	↔	↓	Steady service and decrease in ridership
County Connection	↓	↓	Steady service levels and decrease in ridership
Marin Transit	↔	↔	Steady service and ridership levels
Sonoma County Transit	↓	↓	Steady service levels and decrease in ridership
Santa Rosa	↓	↓	Steady service levels and decrease in ridership
Petaluma	↓	↓	Decrease in both service levels and ridership

**Comparison of Average Annual Change in
Cost per Vehicle Service Hour for Larger Operators
Fixed-Route Bus - FY2017 to FY2018**



“Other Bay Area”: SFMTA, SamTrans, GGBHTD, and VTA

Comparison of Average Annual Change in Cost per Vehicle Service Hour for Smaller Operators Fixed-Route Bus - FY2017 to FY2018



“Other Bay Area”: WestCAT, Tri Delta, FAST, LAVTA, NVTa, Vacaville, Dixon, Union City, SolTrans, and Rio Vista.

Audit Recommendations

Basis for recommendations may include one or more of the following:

- Results of the TDA performance indicator trend analysis.
- Results of the review of compliance with statutory and regulatory requirements.
- Progress towards implementing prior audit recommendations.
- Results of the functional performance review.

The following summarizes the recommendations by operator.

Audit Recommendations, *continued*

- BART
 - continue efforts to improve customer satisfaction and reduce complaints related to the heavy rail service.
- AC Transit
 - examine the increase in operator unscheduled absences for the fixed-route bus service;
 - address the increasing number of complaints for the fixed-route bus service; and
 - examine the causes of, and develop strategies to reduce the number of missed trips for the fixed-route bus service.
- BART/AC Transit (East Bay Paratransit Consortium)
 - examine causes of and develop strategies to address the increasing missed trips rates on EBPC's service.

Audit Recommendations, *continued*

- County Connection

- continue to implement steps to maintain improved schedule adherence performance for the paratransit service;
- address the increasing preventable accident rate on CCCTA's bus and paratransit services; and
- develop and implement strategies to reduce trip cancellations on the paratransit service.

- Marin Transit

- take steps to address preventable accidents on MCTD's bus service; and
- monitor and report schedule adherence consistently and on a regular basis across the bus system.

Audit Recommendations, *continued*

- Sonoma County Transit
 - examine maintenance activities to address the increasing mechanical failure rates on the bus and paratransit services.
- Santa Rosa CityBus
 - continue efforts to reduce trip cancellations and no shows/late trip cancellations on the paratransit service;
 - continue to address the recently increasing mechanical failure rates on the paratransit service; and
 - continue taking steps to reduce preventable accidents on the paratransit service.
- Petaluma Transit
 - take steps to address recently increasing mechanical failure rates on the bus and paratransit services; and
 - take further steps to reduce preventable accidents across the system.

Audit Recommendations, *continued*

- The recommendations for this audit period may or may not be relevant because of the effects of COVID-19 on Bay Area transportation beginning in March of 2020.
- TDA performance audit recommendations are generally addressed through the Productivity Improvement Program; MTC staff will work with operators to ensure that projects are relevant to current circumstances.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1467 **Version:** 1 **Name:**
Type: Report **Status:** Public Hearing
File created: 9/24/2020 **In control:** Programming and Allocations Committee
On agenda: 11/4/2020 **Final action:**
Title: Public Hearing: Proposed Amendments to the Regional Measure 2 (RM2) Program.

Pursuant to California Streets and Highways Code Section 20914(f), MTC proposes to modify the scope of two existing projects and reassign a total of approximately \$663,000 in RM2 funds:

- Modify scope of Transit Commuter Benefits Promotion project (RM2 project #35) to include transit recovery strategies identified by the Blue Ribbon Transit Recovery Task Force;
- Modify scope of Regional Express Lanes Network (RM2 project #38) to include operational improvements;
- Redirect \$225,000 in unused funds from Dumbarton Rail (RM2 project #4) to Dumbarton Forward suite of bus projects (under RM2 project #29); and
- Redirect \$438,000 in savings from Regional Rail Master Plan to RM2 project #35 for transit recovery strategies identified by the Blue Ribbon Transit Recovery Task Force.

A public hearing will be held at the meeting to take comments on the proposal.

Sponsors:

Indexes:

Code sections:

Attachments: [5a - 20-1467 - RM2 Public Hearing.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Public Hearing: Proposed Amendments to the Regional Measure 2 (RM2) Program.

Pursuant to California Streets and Highways Code Section 20914(f), MTC proposes to modify the scope of two existing projects and reassign a total of approximately \$663,000 in RM2 funds:

- Modify scope of Transit Commuter Benefits Promotion project (RM2 project #35) to include transit recovery strategies identified by the Blue Ribbon Transit Recovery Task Force;
- Modify scope of Regional Express Lanes Network (RM2 project #38) to include operational improvements;
- Redirect \$225,000 in unused funds from Dumbarton Rail (RM2 project #4) to Dumbarton Forward suite of bus projects (under RM2 project #29); and
- Redirect \$438,000 in savings from Regional Rail Master Plan to RM2 project #35 for transit recovery strategies identified by the Blue Ribbon Transit Recovery Task Force.

A public hearing will be held at the meeting to take comments on the proposal.

Presenter:

Craig Bosman

Recommended Action:

Public Hearing

Metropolitan Transportation Commission

Programming and Allocations Committee

November 4, 2020

Agenda Item 5a - 20-1467

Public Hearing: Proposed Amendments to the Regional Measure 2 (RM2) Program

Subject: Pursuant to California Streets and Highways Code Section 20914(f), MTC proposes to modify the scope of two existing projects and reassign a total of approximately \$663,000 in RM2 funds:

- Modify scope of Transit Commuter Benefits Promotion project (RM2 project #35) to support transit recovery and strategies identified by the Blue Ribbon Transit Recovery Task Force
- Modify scope of Regional Express Lanes Network (RM2 project #38) to include operational improvements
- Redirect \$225,000 in unused funds from Dumbarton Rail (RM2 project #4) to Dumbarton Forward suite of bus projects (under RM2 project #29)
- Redirect \$438,000 in savings from Regional Rail Master Plan to RM2 project #35 to support transit recovery and strategies identified by the Blue Ribbon Transit Recovery Task Force

A public hearing will be held at the meeting to take comments on the proposal.

Background: In March 2004, Bay Area voters approved Regional Measure 2 (RM2), a \$1 bridge toll increase on the seven state-owned bridges in the Bay Area. Pursuant to California Streets and Highway Code Section 30914(f), MTC is to hold a public hearing when considering changing the scope or reassigning funding of projects included in RM2. MTC is seeking public input on the proposed changes to modify the scope of two existing projects and reassign approximately \$663,000 in RM2 funds. Further discussion of the proposals is below.

Blue Ribbon Transit Recovery Task Force

To support the work of the Blue Ribbon Transit Recovery Task Force, staff proposes modifying the scope of Project 35, the Transit Commuter Benefits Promotion, to include transit recovery. Specifically, marketing programs, projects, and studies to promote transit ridership and transit system performance, and the implementation of transit recovery strategies identified by the Task Force would be made eligible for funding from this RM2 project. Project 35 currently has approximately \$1,630,000 in project savings that could be applied to this new scope. Additionally, staff has identified approximately \$438,000 in savings from previous regional planning projects under RM2 Project 33, the Regional Rail Master Plan. Under this proposal, these savings would be redirected into project 35, meaning a total of approximately \$2 million would be made available to support transit recovery and strategies identified by the Task Force.

Bay Bridge Forward

In May 2020, the BATA Oversight Committee heard a presentation on the funding plan for Bay Bridge Forward, which would include \$4.8 million from RM2 that was allocated to the I-80 express lanes in 2013. The

changes proposed under this public hearing would formalize this plan by adding scope to Project 38, Regional Express Lane Network, to explicitly include operational improvements on the Bay Bridge corridor, with priority given to improvements identified in the Bay Bridge Forward suite of projects, including but not limited to design feasibility and environmental studies, express lanes, interchange improvements, dedicated HOV/bus lanes, queue jump lanes, pricing, and other operational and demand management strategies to increase person throughput on the Bay Bridge Corridor.

Dumbarton Forward


In 2014, \$14.8 million in unused funds from the RM2 Dumbarton Rail project were redirected to RM2 Project 29, Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors (commonly known as “Express Bus South”) for Dumbarton Express Bus projects. A cost-effective bus procurement subsequently replaced the Dumbarton Express fleet, and approximately \$4.8 million remains, intended for upcoming Dumbarton Forward projects to improve bus travel in the corridor. Staff proposes a similar redirection of approximately \$225,000 in remaining savings from the Dumbarton Rail project to Express Bus South, to be made available for the upcoming Dumbarton Forward projects.

A public hearing will be conducted at today’s meeting to take comments on the proposed amendments. The comment period opened on October 25, 2020 and will close on November 25, 2020. Any comments received will be provided at the Committee meeting. Staff will return to the Commission in December with a summary of comments received and with recommendations for approval of the proposed program revisions. If the proposed revisions are approved, staff would also return to the Commission with recommendations to allocate funds to the newly re-scoped and/or projects.

Issues: None

Recommendation: Receive public input.

Attachments: Attachment A – Public Hearing Notice, including Draft of MTC Resolution No. 3801, Revised.


Therese W. McMillan

**Metropolitan Transportation Commission
Notice of Public Hearing**

In March 2004, Bay Area voters approved Regional Measure 2 (RM2), a \$1 bridge toll increase on seven of the state-owned bridges in the Bay Area. In fiscal year 2020-21, the RM2 toll revenue is expected to generate approximately \$92 million in funding for specified capital and operating projects to reduce traffic congestion in the region. Pursuant to Section 30914(f) of the California Streets and Highways Code, the Metropolitan Transportation Commission (MTC) is to consult with the project sponsor and hold a public hearing in advance of consideration of action to program or reassign RM2 funds to a new or other project or modify the project's scope.

As a majority of the capital projects funded by RM2 are complete, MTC has identified savings and unspent reserves that could be available for reprogramming to new regional priorities. MTC proposes to reassign \$225,416 in unused funds from Project 4 to Project 29, reassign \$437,576 in savings from Project 33 to Project 35, modify the scope of Project 35, and modify the scope of Project 38 (without redirection of funds).

At its regularly scheduled November 4, 2020 meeting, MTC's Programming and Allocations Committee will hold a public hearing on the proposed changes to the RM2 capital program described in MTC Resolution No. 3801, Revised, and summarized below:

Project No. 4, East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge

Current Total RM2 Funding: \$9,157,000

Proposed Total RM2 Funding: \$8,931,584

Proposed Funding Change: -\$225,416

Action: Redirect funds to project #29 for use in the Dumbarton Forward suite of bus projects.

Project No. 29, Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors

Current Total RM2 Funding: \$54,932,828

Proposed Total RM2 Funding: \$55,158,244

Proposed Funding Change: +\$225,416

Action: Receive transfer from project #4 for the Dumbarton Forward suite of bus projects.

Project No. 33, Regional Rail Master Plan

Current Total RM2 Funding: \$6,500,000

Proposed Total RM2 Funding: \$6,062,424

Proposed Funding Change: -\$437,576

Action: Redirect project funds to project #35 to support the development of the Blue Ribbon Transit Recovery Task Force Action Plan and to further the implementation of strategies identified in the plan.

Project No. 35, Transit Commuter Benefits Promotion

Current Total RM2 Funding: \$5,000,000

Proposed Total RM2 Funding: \$5,437,576

Proposed Funding Change: +\$437,576

Action: Receive transfer from project #33; modify scope to support the development of the Blue Ribbon Transit Recovery Task Force Action Plan and to further the implementation of strategies identified in the plan.

Project No. 38, Regional Express Lane Network

Current Total RM2 Funding: \$4,800,000

Proposed Total RM2 Funding: \$4,800,000

Proposed Funding Change: 0

Action: Modify scope to include operational improvements on the Bay Bridge corridor.

Bay Area residents are invited to comment on the proposed funding and scope changes to RM2 identified above and further described in MTC Resolution 3801, Revised.

The proposed actions are severable from each other; if any project is removed during the course of the hearing process, the remaining projects shall stand.

A public hearing to receive public testimony on these proposed funding changes will be held during MTC's Programming and Allocations Committee meeting on:

Wednesday, November 4, 2020, at 1:35 p.m. (REMOTELY)

Bay Area Metro Center Board Room – First Floor
375 Beale Street, San Francisco, CA 94105

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 all participants. Detailed instructions on participating via Zoom are available at: <https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>. The meeting Zoom link and accessibility instructions will be posted to: <https://mtc.ca.gov/whats-happening/events/public-hearings> no less than 72 hours prior to the hearing.

Written comments will be accepted until November 25, 2020 and may be submitted to the Metropolitan Transportation Commission's (MTC) Public Information Office at 375 Beale St, Suite 800, San Francisco, CA 94105 or sent via e-mail to info@bayareametro.gov. Please include "2020 RM2 Projects" in the subject line. Written comments are due by 5 p.m. on Wednesday, November 25, 2020. Oral testimony will be received until the close of the public hearing on November 4, 2020.

The proposed Resolution 3801, Revised is open to public inspection at: <https://mtc.ca.gov/whats-happening/events/public-hearings>. Should you require a hard copy of the amended and restated ordinance, please submit your request to info@bayareametro.gov or call 415-778-6757 and one will be mailed to you. Additional information regarding RM2 can be found here: <https://mtc.ca.gov/our-work/invest-protect/toll-funded-investments/regional-measure-2>.

At the regularly scheduled December 9, 2020 Programming and Allocations Committee meeting, MTC staff will report on public comment received, and the Committee will refer recommendations to the MTC Commission for final action. The MTC Commission will consider the proposed RM2 fund programming changes at the Commission's December 16, 2020 meeting.

Do you need an interpreter or any other assistance to participate? Please call 415-778-6757. We require at least three working days' notice to accommodate interpreter requests. For TDD or hearing impaired, call 711, California Relay Service, or 1-800-735-2929 (TTY), 1-800-735-2922 (voice) and ask to be relayed to 415-778-6700.

¿Necesita un intérprete u otra asistencia para participar? Por favor llame al 415-778-6757. Solicitamos tres días hábiles para poder coordinar servicios de intérprete. Para servicios de TDD o para sordomudos, favor de llamar al 711 al Servicio de Retransmisión de California o al 1-800-735-2929 (para TTY) o al 1-800-735-2922 (para voz) y pida que lo conecten al 415-778-6700.

您是否需要翻譯員或任何其他幫助才能參加呢？請提前三天致電415-778-6757。有聽覺或者語言障礙的人士，請打電話到711，加州傳達服務。電傳打字機的聯繫號碼是1-800-735-2929，需要語音服務可以打電話到1-800-735-2922，然後要求傳達到415-778-6700。

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J:\SECTION\LPA\PUBLIC INFO-SHARE\Legal NoticesPublic Hearings\RM2 Public Hearings\2020 RM2 Projects\Legal Notice\DRAFT_2020 RM2 Public Hearing Notice_10.25.20_v2.docx

Date: June 27, 2007
W.I.: 1255
Referred by: PAC
Revised: 01/28/09-C 07/22/09-C
09/28/11-C 01/25/12-C
04/24/13-C 05/28/14-C
12/21/16-C 07/26/17-C
12/16/20-C

ABSTRACT

MTC Resolution No. 3801, Revised

This resolution approves amendments to the Regional Measure 2 program for project scope changes, funding amounts, or addition and deletion of projects as permitted by Streets and Highways Code Section 30914 *et seq.*

This resolution includes Attachment A describing the amendments and Attachment B describing the updated Regional Measure 2 Project List.

This resolution was revised on January 28, 2009 to reassign \$91 million in RM2 funds from the East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge project to the BART to Warm Springs Extension project, and to reassign \$10 million in RM2 funds from the BART Tube Seismic Strengthening project to the BART Oakland Airport Connector project.

This resolution was revised on July 22, 2009 to reassign \$37 million in RM2 funds from the BART Tube Seismic Strengthening project to the Oakland Airport Connector project.

This resolution was revised on September 28, 2011 to change the project description for the SMART project to include the rail line from San Rafael to Santa Rosa, and to reassign \$1.5 million in RM2 funds from the Greenbrae Interchange/Larkspur Ferry Access Improvement project to the SMART project.

This resolution was revised on January 25, 2012, to change the project description for operating project #5 from Dumbarton Rail to Dumbarton Bus operations.

This resolution was revised on April 24, 2013, to reduce the amount of funds on RM2 project #8 (I-80 Eastbound High-Occupancy Vehicle (HOV) Lane in Contra Costa County) by \$12.8 million to reflect actual costs after project completion, and to distribute the savings to two new projects, RM2 Project #38 (Regional Express Lane Network), and RM2 Project #39 (Major

Interchange Modifications in the Vicinity of I-80 and San Pablo Dam Road in Contra Costa County).

This resolution was revised on May 28, 2014 to reassign \$88,267,135 in RM2 funds from eight projects, modify the scope for several projects, and create one new project.

This resolution was revised on December 21, 2016 to program \$74 million in RM2 funds from unneeded financing cost coverage to three existing projects, and to modify the scope on those three projects.

This resolution was revised on July 26, 2017 to add two new projects to the RM2 Operating program: Clipper Operations, funded at \$2 million annually, and Transbay Transit Center Operating Support, funded at \$3 million annually.

This resolution was revised on December 16, 2020 to reassign \$662,992 in RM2 funds from two projects and modify the scope for two projects.

Additional discussion of this revision is contained in the summary sheet to the MTC Programming and Allocations Committee dated June 13, 2007, January 14, 2009, July 8, 2009, July 13, 2011, September 14, 2011, January 11, 2012, April 10, 2013, March 5, 2014, April 9, 2014, May 14, 2014, November 9, 2016, and December 14, 2016, June 14, 2017, July 12, 2017, and December 9, 2020.

Date: June 27, 2007
W.I.: 1255
Referred by: PAC

Re: Approval of Amendments to the Regional Measure 2 Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3801

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

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

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2003), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and lists specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and

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

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

WHEREAS, Streets and Highways Code Section 30914(f) authorizes MTC to modify any RM2 program and the scope of any RM2 project, decrease its level of funding, or reassign some or all of the funds to another program or project; and

WHEREAS, MTC has been requested to make the changes in the RM2 program and projects specified in Attachment A to this resolution pursuant to Streets and Highways Code Section 30914(f) for the reasons set forth in Attachment A; and

WHEREAS, MTC has consulted with the sponsor or sponsors of each of the programs and projects listed in Attachment A; and

WHEREAS, MTC has held a public hearing concerning each such program or project on the dates specified in Attachment A; and

WHEREAS, the sponsors of each of the projects and programs listed in Attachment A have agreed to comply with the RM2 Policies and Procedures adopted by MTC; and

WHEREAS, each sponsor of a project listed in Attachment A has provided an initial project report to MTC pursuant to Streets and Highways Code Section 30914(e) or agreed to provide such a report to MTC within the time period specified by MTC in recognition of the statutory requirement that no funds may be allocated by MTC for any such project until the project sponsor submits the initial project report and the report is reviewed and approved by MTC; and

WHEREAS, based on the above-described consultations with sponsors, the information provided at public hearings, and MTC staff advice, MTC has concluded that the changes in the RM2 program and projects specified in Attachment A to this resolution are consistent with the intent of Chapter 4 of Division 17 of the Streets and Highways Code to reduce congestion or make improvements to travel in the toll bridge corridors; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, is the updated project list for the RM2 Program;

NOW, THEREFORE, IT IS

RESOLVED, that MTC hereby makes the changes in the RM2 program and projects specified in Attachment A and Attachment B to this resolution pursuant to Streets and Highways Code Section 30914(f) in the amounts, for the reasons, and subject to the conditions set forth in Attachment A, which is hereby incorporated into this resolution.

METROPOLITAN TRANSPORTATION COMMISSION


A handwritten signature in dark ink, appearing to read "Bill Doda", is written over a horizontal line.

Bill Doda, Chair

The above resolution was adopted by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on June 27, 2007.

Date: June 27, 2007
W.I.: 1255
Referred by: PAC
Revised: 01/28/09-C 07/22/09-C
09/28/11-C 01/25/12-C
04/24/13-C 05/28/14-C
12/21/16-C 07/26/17-C
12/16/20-C

Attachment A
Resolution No. 3801
Page 1 of 9

Summary of Project/Program Changes

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
BART Tube Seismic Strengthening (Streets and Highways Code Section 30914(c)(21))	BART	Reduce funding by \$62 million (hearing date June 13, 2007)	Project is to be implemented with other funds not derived from tolls, including \$24 million from state bond financing and \$38 million from state-provided STIP funds	Contingent upon the California Transportation Commission approving an allocation of \$38 million in STIP funds to the project in FY 07-08
Oakland Airport Connector (Streets and Highways Code Section 30914(c)(23))	Port of Oakland and BART	Increase funding by \$38 million (hearing date June 13, 2007)	Local funding needed for project due to nature of procurement method	Contingent upon the allocation of STIP funds to the BART Tube Seismic Strengthening project as described above
BART Transit Capital Rehabilitation (new Streets and Highways Code Section 30914(c) project)	BART	Provide \$24 million in funding as local matching funds for BART's fixed guideway rehabilitation and replacement projects funded with federal dollars in fiscal years 2006-07 and 2007-08 (hearing date June 13, 2007)	Project is consistent with the intent of Chapter 4 of Division 17 of the Streets and Highways Code in that it will reduce congestion or make improvements to travel in the toll bridge corridors	
East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge (Streets and	ACCMA, ACTIA, Capital	Reduce funding by \$91million (hearing dates January 14, 2009, and April 9, 2014)	Project cannot continue due to financing obstacles making the completion of the project unrealistic.	<i>Alameda County repayment condition removed (April 9, 2014 hearing)</i>

Highways Code Section 30914(c)(4))	Corridor, SMCTA			
BART Warm Springs Extension (Streets and Highways Code Section 30914(c)(31))	BART	Increase funding by \$91million (hearing dates January 14, 2009, and April 9, 2014)	Project is ready-to-go and \$91 million helps to close the funding shortfall	<i>Alameda County repayment condition removed (April 9, 2014 hearing)</i>
BART Tube Seismic Strengthening (Streets and Highways Code Section 30914(c)(21))	BART	Reduce funding by \$10 million (hearing date January 14, 2009)	Project is to be implemented with other funds not derived from tolls, including \$10 million from state Interregional Improvement Program (IIP) funds	None - California Transportation Commission programmed IIP funds to this project in July 2008
Oakland Airport Connector (Streets and Highways Code Section 30914(c)(23))	Port of Oakland and BART	Increase funding by \$10 million (hearing date January 14, 2009)	Local funding needed for project due to potential nature of procurement method	None
BART Tube Seismic Strengthening (Streets and Highways Code Section 30914(c)(21))	BART	Reduce funding by \$37,199,000 (hearing date June 10 & July 8, 2009)	Sponsor certified cost savings and use of alternate funding on project. Sponsor requested reassignment of savings to the Oakland Airport Connector project	None
Oakland Airport Connector (Streets and Highways Code Section 30914(c)(23))	Port of Oakland and BART	Increase funding by \$37,199,000 (hearing date June 10 & July 8, 2009)	Funding needed to complete project funding plan	None
Sonoma Marin Area Rail Transit (Streets & Highways Code Section 30914 (c)(10))	Sonoma Marin Area Rail Transit District	Modify project description to include rail line from San Rafael to Santa Rosa, and increase funding by \$1,500,000 (hearing dates July 13, 2011 and September 14, 2011)	Funding to be directed to San Rafael to Santa Rosa segment due to funding shortfall in overall project, and funding increased due to funds being reassigned from Greenbrae Interchange/Larkspur Ferry Access Improvements.	None

Greenbrae Interchange/Larkspur Ferry Access Improvements (Streets & Highways Code Section 30914 (c)(11))	Transportation Authority of Marin	Reduce funding by \$1,500,000 (hearing dates July 13, 2011 and September 14, 2011)	Sponsor certifies use of alternate funding on project.	None
Dumbarton Rail Operations (Streets & Highways Code Section 30914 (d)(5))	NA	Modify description so funds may be used on bus operations in the Dumbarton Bridge corridor rather than rail (hearing date January 11, 2012).	The Dumbarton Rail project is experiencing financing obstacles making the completion of the project unrealistic at this time; bus operations are proposed to build ridership in the corridor in the short and long term.	None
I-80 Eastbound High-Occupancy Vehicle Lane in Contra Costa County (Streets and Highways Code Section 30914(c)(8))	California Department of Transportation	Reduce funding by \$12,825,455.43 (hearing date April 10, 2013)	Sponsor certified cost savings. Sponsor and partners requested reassignment of savings to Regional Express Lane Network and Major Interchange Modifications in the Vicinity of I-80 and San Pablo Dam Road in Contra Costa County.	None
Regional Express Lane Network (new Streets and Highways Code Section 30914(c) project)	MTC (subject to delegation to the Bay Area Infrastructure Financing Authority (BAIFA), pending formal action)	Add new project and provide \$4,825,455.43 in funding (hearing date April 10, 2013)	Project is consistent with the intent of Chapter 4 of Division 17 of the Streets and Highways Code in that it will reduce congestion or make improvements to travel in the toll bridge corridors	None.

Major Interchange Modifications in the Vicinity of I-80 and San Pablo Dam Road in Contra Costa County (new Streets and Highways Code Section 30914(c) project)	Contra Costa Transportation Authority	Add new project and provide \$8 million in funding (hearing date April 10, 2013)	Project is consistent with the intent of Chapter 4 of Division 17 of the Streets and Highways Code in that it will reduce congestion or make improvements to travel in the toll bridge corridors	RM2 funds must be used on a deliverable segment.
BART/MUNI Connection at Embarcadero and Civic Center Stations (Streets & Highways Code Section 30914 (c)(1))	BART	Modify description so funds may be used on BART/MUNI elevators in Market Street corridor (hearing date April 9, 2014)	Original project cannot be completed due to delivery obstacles.	None.
East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge (Streets & Highways Code Section 30914 (c)(4))	ACCMA, ACTIA, Capital Corridor, SMCTA	Reduce funding by \$34,843,000 (hearing date April 9, 2014)	Project cannot be completed due to funding obstacles. Transfer \$20,000,000 to Caltrain Electrification (new project) and \$14,843,000 to Dumbarton Express Bus (project 29).	None.
Vallejo Station (Streets & Highways Code Section 30914 (c)(5))	City of Vallejo	Reduce funding by \$2 million (hearing date April 9, 2014)	Sponsor certified ability to complete project phase with less than available funding. Sponsor requested reassignment of funding to Vallejo Curtola Transit Center project under Regional Express Bus North (project 17).	None.
Solano County Express Bus Intermodal Facilities	Solano Transportation Authority	Reduce funding by \$7,748,578. (hearing date April 9, 2014)	Project cannot be completed due to funding obstacles on subproject 6.3 (Fairfield Transit	None.

(Streets & Highways Code Section 30914 (c)(6))			Center). Sponsor request to transfer \$5,485,000 from Fairfield Transit Center to Fairfield/Vacaville Train Station (project 14). Sponsor certified \$2,263,578 in project savings from subproject 6.4 (Vacaville Intermodal Facility) and requested transfer to Fairfield/Vacaville Train Station (project 14).	
Richmond Parkway Transit Center (Streets & Highways Code Section 30914 (c)(9))	AC Transit	Reduce funding by \$12,150,000 (hearing date April 9, 2014)	Parking structure portion of project cannot be completed or operated due to funding obstacles. Sponsor requested reassignment of funds to AC Transit Enhanced Bus (project 24).	
Sonoma-Marín Area Rail Transit (Streets & Highways Code Section 30914 (c)(10))	SMART	Modify description to allow funds to be eligible for construction of Larkspur extension and related elements. Increase funding by \$20,000,000. (hearing date April 9, 2014)	Receive transfer of funds from Greenbrae Interchange/ Larkspur Ferry Access Improvements (project 11).	None.
Greenbrae Interchange/Larkspur Ferry Access Improvements (Streets & Highways Code Section 30914 (c)(11))	Transportation Authority of Marin	Modify description to remove freeway interchange element. Reduce project funding by \$20 million. (hearing date April 9, 2014)	Elements of original project cannot be completed due to delivery obstacles. Transfer \$20 million to SMART (project 10).	None.

Direct High-Occupancy Vehicle Lane Connector from I-680 to Pleasant Hill or Walnut Creek BART (Streets & Highways Code Section 30914 (c)(12))	Contra Costa Transportation Authority	Increase funding by \$5,425,000. (hearing date April 9, 2014)	Funding needed to complete project funding plan. Transfer from Caldecott Tunnel Improvements (project 36) savings.	None.
Capitol Corridor Improvements in Interstate 80/Interstate 680 Corridor (Fairfield/Vacaville Train Station) (Streets & Highways Code Section 30914 (c)(14))	Solano Transportation Authority and Capitol Corridor Joint Powers Authority	Increase funding by \$10,950,126. (hearing date April 9, 2014)	Funding needed to complete project funding plan. Transfer of \$3,201,548 from Regional Express Bus North (project 17) and \$7,748,578 from Solano County Express Bus Intermodal Facilities (project 6).	None.
Regional Express Bus North (Streets & Highways Code Section 30914 (c)(17))	Metropolitan Transportation Commission	Reduce funding by \$1,201,548. (hearing date April 9, 2014)	<p>Funding needed to complete project funding plan for subproject 17.1 (Vallejo Curtola Transit Center). Transfer of \$2,000,000 from Vallejo Station (project 5) to Vallejo Curtola Transit Center to meet funding gap.</p> <p>Subproject 17.2 (Fairfield Transit Center) cannot be completed due to delivery obstacles. Sponsor request to transfer \$2,250,000 from Fairfield Transit Center to Fairfield/Vacaville Train Station (project 14).</p>	None.

			Sponsor certified \$951,548 in project savings from subproject 17.3 (Vacaville Intermodal Facility) and requested transfer to Fairfield/Vacaville Train Station (project 14).	
AC Transit Enhanced Bus (Streets & Highways Code Section 30914 (c)(24))	AC Transit	Increase funding by \$12,760,172. (hearing date April 9, 2014)	Funding needed to complete project funding plan. Transfer of \$12,150,000 from Richmond Parkway Transit Center (project 9), and \$610,172 in project savings from Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors (project 29).	None.
Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors (Streets & Highways Code Section 30914 (c)(29))	AC Transit, ACTC	Increase funding by \$11,9323,828. (hearing date April 9, 2014)	Project savings: Transfer \$610,172 in project savings to AC Transit Enhanced Bus (project 24) and \$2,300,000 in project savings to I-880 North Safety Improvements (project 30). Additional funding: Receive transfer of \$14,843,000 from Dumbarton Rail (project 4) for Dumbarton Express Bus.	None.
I-880 North Safety Improvements (Streets & Highways Code Section 30914 (c)(30))	ACTC, City of Oakland, California Department of Transportation	Increase funding by \$2,300,000. (hearing date April 9, 2014)	Funding needed to complete project funding plan. Transfer from Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors (project 29) savings.	None.

Caldecott Tunnel Improvements (Streets & Highways Code Section 30914 (c)(36))	Contra Costa Transportation Authority	Reduce funding by \$5,425,000. (hearing date April 9, 2014)	Project savings. Transfer to Direct HOV Lane Connector from I-680 to Pleasant Hill or Walnut Creek BART (project 12).	None.
Caltrain Electrification (new Streets & Highways Code Section 30914 (c) project)	Caltrain	Add new project and provide \$20 million in funding (hearing date April 9, 2014)	Transfer of funds from Dumbarton Rail (project 4).	None.
Clipper (formerly known as TransLink) (Streets & Highways Code Section 30914 (c)(18))	Metropolitan Transportation Commission	Increase funding by \$13 million; modify scope to include deployment of new technology (hearing date November 9, 2016)	Program funds from unneeded financing charge coverage to deploy new technology for Clipper.	None.
Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors (Streets & Highways Code Section 30914 (c)(29))	AC Transit, ACTC, Dumbarton Bridge Regional Operations Consortium, and Metropolitan Transportation Commission	Increase funding by \$21 million; modify scope to include operational improvements and express lane access along the various bridge corridors; add MTC as a sponsor. (hearing date November 9, 2016)	Program funds from unneeded financing charge coverage to deploy various operational improvements and express lane access along the various bridge corridors, consistent with approved Bay Bridge Forward program.	None.
BART Transit Capital Rehabilitation (Streets & Highways Code Section 30914 (c)(37))	BART	Increase funding by \$40 million; modify scope to allow for purchase of BART cars. (hearing date November 9, 2016)	Program funds from unneeded financing charge coverage to purchase BART cars.	None.
Clipper® (new Streets and Highways Code Section 30914 (d) project 12)	Metropolitan Transportation Commission	Add new project to the RM2 operating program and provide funding of \$2 million, annually (hearing date June 14, 2017)	Program available capacity in the RM2 operating program to support on-going operations of the Clipper® program	None.

Transbay Transit Center (new Streets and Highways Code Section 30914 (d) project 13)	Transbay Joint Powers Authority	Add new project to the RM2 operating program and provide funding of \$3 million, annually (hearing date June 14, 2017)	Program available capacity in the RM2 operating program to support on-going operations of the Transbay Transit Center	Annual funding level after FY2021-22 will be subject to MTC staff evaluation of operating support needed.
East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge (Streets & Highways Code Section 30914 (c)(4))	SMCTA, Capitol Corridor, ACTC	Reduce funding by \$225,416 (hearing date November 4, 2020)	Dumbarton Rail project was previously discontinued, this action moves remaining balance in this project to the express bus project for Dumbarton Forward.	None
Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors (Streets & Highways Code Section 30914 (c)(29))	AC Transit, ACTC, Dumbarton Bridge Regional Operations Consortium, and MTC	Increase funding by \$225,416 (hearing date November 4, 2020)	Transfer of funds from Dumbarton Rail	None
Regional Rail Master Plan (Streets & Highways Code Section 30914 (c)(33))	Caltrain and BART	Reduce funding by \$437,576 (hearing date November 4, 2020)	The planning studies within this project are complete. Funds transferred to combine with savings in Project 35.	None
Transit Commuter Benefits Promotion and Transit Recovery (Streets & Highways Code Section 30914 (c)(35))	MTC	Increase funding by \$437,576 and modify scope to include activities related to Covid-19 transit recovery (hearing date November 4, 2020)	Transfer of funds from Regional Rail Master Plan. Allow for regional project savings to be used for public transit recovery projects and programs.	None
Regional Express Lane Network (Streets & Highways Code Section 30914 (c)(38))	MTC	Modify scope to include Bay Bridge Forward improvements (hearing date November 4, 2020)	The I-80 managed lanes project is not advancing as planned. This action would increase flexibility for use on ready-to-go projects on the I-80 corridor.	None

Date:	June 27, 2007	
W.I.:	1255	
Referred by:	PAC	
Revised:	01/28/09-C	07/22/09-C
	09/28/11-C	01/25/12-C
	04/24/13-C	05/28/14-C
	12/21/16-C	07/26/17-C
	12/16/20-C	

Attachment B
Resolution No. 3801
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Regional Measure 2 Program: Project List as Amended
(changes are noted in italics)

Streets and Highways Code Sections 30914(c)

- (1) *BART/MUNI access on Market Street Corridor. Provide increased elevator access to BART and MUNI platforms at Powell Street and other stations as funding allows. Three million dollars (\$3,000,000). The project sponsor is BART. (Project description modification hearing date: April 9, 2014.)*
- (2) MUNI Metro Third Street Light Rail Line. Provide funding for the surface and light rail transit and maintenance facility to support MUNI Metro Third Street Light Rail service connecting to Caltrain stations and the E-Line waterfront line. Thirty million dollars (\$30,000,000). The project sponsor is MUNI.
- (3) MUNI Waterfront Historic Streetcar Expansion. Provide funding to rehabilitate historic streetcars and construct trackage and terminal facilities to support service from the Caltrain Terminal, the Transbay Terminal, and the Ferry Building, and connecting the Fisherman's Wharf and northern waterfront. Ten million dollars (\$10,000,000). The project sponsor is MUNI.
- (4) East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge. Provide funding for the necessary track and station improvements and rolling stock to interconnect the BART and Capitol Corridor at Union City with Caltrain service over the Dumbarton Rail Bridge, and interconnect and provide track improvements for the ACE line with the same Caltrain service at Centerville. Provide a new station at Sun Microsystems in Menlo Park. The project is jointly sponsored by the San Mateo County Transportation Authority, Capitol Corridor, the Alameda County Congestion Management Agency, and the Alameda County Transportation Improvement Authority. One hundred thirty-five million dollars (\$135,000,000); *Funding reduced by \$91 million (hearing date January 14, 2009); funding reduced by \$34,843,000 and prior condition removed (hearing date April 9, 2014); funding reduced by \$225,416 (hearing date November 4, 2020). Present amount: eight million nine hundred thirty-one thousand five hundred eighty-four (\$8,931,584).*

- (5) Vallejo Station. Construct intermodal transportation hub for bus and ferry service, including parking structure, at site of Vallejo's current ferry terminal. Twenty-eight million dollars (\$28,000,000). The project sponsor is the City of Vallejo. *Funding reduced by \$2,000,000 (hearing date April 9, 2014). Present amount: twenty-six million dollars (\$26,000,000).*
- (6) Solano County Express Bus Intermodal Facilities. Provide competitive grant fund source, to be administered by the Metropolitan Transportation Commission. Eligible projects are Curtola Park and Ride, Benicia Intermodal Facility, Fairfield Transportation Center and Vacaville Intermodal Station. Priority to be given to projects that are fully funded, ready for construction, and serving transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes. Twenty million dollars (\$20,000,000). The project sponsor is Solano Transportation Authority. *Funding reduced by \$7,748,578 (hearing date April 9, 2014). Present amount: twelve million, two hundred fifty-one thousand, four hundred twenty-two dollars (\$12,251,422).*
- (7) Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange. Provide funding for improved mobility in corridor based on recommendations of joint study conducted by the Department of Transportation and the Solano Transportation Authority. Cost-effective transit infrastructure investment or service identified in the study shall be considered a high priority. One hundred million dollars (\$100,000,000). The project sponsor is Solano Transportation Authority.
- (8) Interstate 80: Eastbound High-Occupancy Vehicle (HOV) Lane Extension from Route 4 to Carquinez Bridge. Construct HOV-lane extension. Fifty million dollars (\$50,000,000). *Funding decreased by \$12,825,455.43 (hearing date April 10, 2013); present amount thirty-seven million, one hundred seventy four thousand, five hundred forty four dollars and fifty seven cents (\$37,174,544.57).* The project sponsor is the Department of Transportation.
- (9) Richmond Parkway Transit Center. Construct improvements to expand *parking capacity and/or amenities, or to improve access*. Sixteen million dollars (\$16,000,000). The project sponsor is Alameda-Contra Costa Transit District, in coordination with West Contra Costa Transportation Advisory Committee, Western Contra Costa Transit Authority, City of Richmond, and the Department of Transportation. *Funding reduced by \$12,150,000 (hearing date April 9, 2014). Present amount: three million, eight hundred fifty thousand dollars (\$3,850,000).*
- (10) Sonoma-Marin Area Rail Transit District (SMART). Construct rail system from San Rafael to Santa Rosa and make improvements to the Cal Park Hill Tunnel to allow for future extension to Larkspur; *construct Larkspur extension and related elements*. Thirty-five million dollars (\$35,000,000). *Funding increased by \$1,500,000 (hearing*

date September 14, 2011); funding increased by \$20,000,000 (hearing date April 9, 2014). Present amount: Fifty-six million, five hundred thousand dollars (\$56,500,000). The project sponsor is SMART. (Project description changed: hearing dates July 13, 2011, September 14, 2011, and April 9, 2014.)

- (11) Greenbrae Interchange/Larkspur Ferry Access Improvements. Provide enhanced regional and local access around the Greenbrae Interchange to reduce traffic congestion and provide multimodal access to the Richmond-San Rafael Bridge and Larkspur Ferry Terminal by *extending a multiuse pathway from the vicinity of Wornum Drive to East Sir Francis Drake Boulevard and the Cal Park Hill rail right-of-way, adding a new lane to East Sir Francis Drake Boulevard and rehabilitating the Cal Park Hill Rail Tunnel and right-of-way approaches for bicycle and pedestrian access to connect the San Rafael Transit Center with the Larkspur Ferry Terminal. Sixty-five million dollars (\$65,000,000). Funding reduced by \$1,500,000 (hearing dates July 13, 2011 and September 14, 2011.); funding reduced by \$20,000,000 (hearing date April 9, 2014). Present amount is forty-three million five hundred thousand dollars (\$43,500,000.)* The project sponsor is *Transportation Authority of Marin*.
- (12) Direct High-Occupancy Vehicle (HOV) lane connector from Interstate 680 to the Pleasant Hill or Walnut Creek BART stations or in close proximity to either station or as an extension of the southbound Interstate 680 High-Occupancy Vehicle Lane through the Interstate 680/State Highway Route 4 interchange from North Main in Walnut Creek to Livorna Road. The County Connection shall utilize up to one million dollars (\$1,000,000) of the funds described in this paragraph to develop options and recommendations for providing express bus service on the Interstate 680 High-Occupancy Vehicle Lane south of the Benicia Bridge in order to connect to BART. Upon completion of the plan, the Contra Costa Transportation Authority shall adopt a preferred alternative provided by the County Connection plan for future funding. Following adoption of the preferred alternative, the remaining funds may be expended either to fund the preferred alternative or to extend the high-occupancy vehicle lane as described in this paragraph. Fifteen million dollars (\$15,000,000). *Funding increased by \$5,425,000 (hearing date April 9, 2014). Present amount: twenty million, four hundred twenty-five thousand dollars (\$20,425,000).* The project is sponsored by the Contra Costa Transportation Authority.
- (13) Rail Extension to East Contra Costa/E-BART. Extend BART from Pittsburg/Bay Point Station to Byron in East Contra Costa County. Ninety-six million dollars (\$96,000,000). Project funds may only be used if the project is in compliance with adopted BART policies with respect to appropriate land use zoning in vicinity of proposed stations. The project is jointly sponsored by BART and Contra Costa Transportation Authority.

- (14) Capitol Corridor Improvements in Interstate 80/Interstate 680 Corridor. Fund track and station improvements, including the Suisun Third Main Track and new Fairfield Station. Twenty-five million dollars (\$25,000,000). *Funding increased by \$10,950,126 (hearing date April 9, 2014). Present amount: thirty-five million, nine hundred fifty thousand, one hundred twenty-six dollars (\$35,950,126).* The project sponsor is Capitol Corridor Joint Powers Authority and the Solano Transportation Authority.
- (15) Central Contra Costa Bay Area Rapid Transit (BART) Crossover. Add new track before Pleasant Hill BART Station to permit BART trains to cross to return track towards San Francisco. Twenty-five million dollars (\$25,000,000). The project sponsor is BART.
- (16) Benicia-Martinez Bridge: New Span. Provide partial funding for completion of new five-lane span between Benicia and Martinez to significantly increase capacity in the I-680 corridor. Fifty million dollars (\$50,000,000). The project sponsor is the Bay Area Toll Authority.
- (17) Regional Express Bus North. Competitive grant program for bus service in Richmond-San Rafael Bridge, Carquinez, Benicia-Martinez and Antioch Bridge corridors. Provide funding for park and ride lots, infrastructure improvements, and rolling stock. Eligible recipients include Golden Gate Bridge Highway and Transportation District, Vallejo Transit, Napa VINE, Fairfield-Suisun Transit, Western Contra Costa Transit Authority, Eastern Contra Costa Transit Authority, and Central Contra Costa Transit Authority. The Golden Gate Bridge Highway and Transportation District shall receive a minimum of one million six hundred thousand dollars (\$1,600,000). Napa VINE shall receive a minimum of two million four hundred thousand dollars (\$2,400,000). Twenty million dollars (\$20,000,000). *Funding reduced by \$1,201,548 (hearing date April 9, 2014). Present amount: Eighteen million, seven hundred ninety-eight thousand, four hundred fifty-two dollars (\$18,798,452).* The project sponsor is the Metropolitan Transportation Commission.
- (18) Clipper (formerly known as TransLink). Integrate the Bay Area's regional smart card technology, Clipper, with operator fare collection equipment, expand system to new transit services, and deploy new technology. Twenty-two million dollars (\$22,000,000). *Funding increased by \$13,000,000 (hearing date November 9, 2016). Present amount: Thirty-five million dollars (\$35,000,000).* The project sponsor is the Metropolitan Transportation Commission.
- (19) Real-Time Transit Information. Provide a competitive grant program for transit operators for assistance with implementation of high-technology systems to provide real-time transit information to riders at transit stops or via telephone, wireless, or Internet communication. Priority shall be given to projects identified in the commission's connectivity plan adopted pursuant to subdivision (d) of Section

30914.5. Twenty million dollars (\$20,000,000). The funds shall be administered by the Metropolitan Transportation Commission.

- (20) Safe Routes to Transit: Plan and construct bicycle and pedestrian access improvements in close proximity to transit facilities. Priority shall be given to those projects that best provide access to regional transit services. Twenty-two million five hundred thousand dollars (\$22,500,000). City Car Share shall receive two million five hundred thousand dollars (\$2,500,000) to expand its program within approximately one-quarter mile of transbay regional transit terminals or stations. The City Car Share project is sponsored by City Car Share and the Safe Routes to Transit project is jointly sponsored by the East Bay Bicycle Coalition and the Transportation and Land Use Coalition. These sponsors must identify a public agency cosponsor for purposes of specific project fund allocations.
- 21) BART Tube Seismic Strengthening. Add seismic capacity to existing BART tube connecting the east bay with San Francisco. The project sponsor is BART. Forty-three million dollars (\$143,000,000); *funding reduced by \$62 million (hearing date June 13, 2007); funding reduced by \$10 million (hearing date January 14, 2009); funding reduced by \$37,199,000 (hearing dates June 10, 2009 and July 8, 2009). Present Amount: Thirty-three million eight hundred one thousand dollars (\$33,801,000).*
- (22) Transbay Terminal/Downtown Caltrain Extension. A new Transbay Terminal at First and Mission Streets in San Francisco providing added capacity for transbay, regional, local, and intercity bus services, the extension of Caltrain rail services into the terminal, and accommodation of a future high-speed passenger rail line to the terminal and eventual rail connection to the east bay. Eligible expenses include project planning, design and engineering, construction of a new terminal and its associated ramps and tunnels, demolition of existing structures, design and development of a temporary terminal, property and right-of-way acquisitions required for the project, and associated project-related administrative expenses. A bus- and train-ready terminal facility, including purchase and acquisition of necessary rights-of-way for the terminal, ramps, and rail extension, is the first priority for toll funds for the Transbay Terminal/Downtown Caltrain Extension Project. The temporary terminal operation shall not exceed five years. One hundred fifty million dollars (\$150,000,000). The project sponsor is the Transbay Joint Powers Authority.
- (23) Oakland Airport Connector. New transit connection to link BART, Capitol Corridor and AC Transit with Oakland Airport. The Port of Oakland shall provide a full funding plan for the connector. The project sponsors are the Port of Oakland and BART. Thirty million dollars (\$30,000,000); *funding increased by \$38 million (hearing date June 13, 2007); funding increased by \$10 million (hearing date January 14, 2009); funding increased by \$37,199,000 (hearing dates June 10, 2009*

and July 8, 2009). Present Amount: One hundred fifteen million one hundred ninety-nine thousand dollars (\$115,199,000).

- (24) AC Transit Enhanced Bus-Phase 1 on Telegraph Avenue, International Boulevard, and East 14th Street (Berkeley-Oakland-San Leandro). Develop enhanced bus service on these corridors, including bus bulbs, signal prioritization, new buses, and other improvements. Priority of investment shall improve the AC connection to BART on these corridors. Sixty-five million dollars (\$65,000,000). *Funding increased by \$12,760,172 (hearing date April 9, 2014). Present amount: seventy-seven million, seven hundred sixty thousand, one hundred seventy-two dollars (\$77,760,172).* The project sponsor is AC Transit.
- (25) Transbay Commute Ferry Service. Purchase two vessels for ferry services between Alameda and Oakland areas and San Francisco. Second vessel funds to be released upon demonstration of appropriate terminal locations, new transit-oriented development, adequate parking, and sufficient landside feeder connections to support ridership projections. Twelve million dollars (\$12,000,000). The project sponsor is Water Transit Authority. If the Water Transit Authority demonstrates to the Metropolitan Transportation Commission that it has secured alternative funding for the two vessel purchases described in this paragraph, the funds may be used for terminal improvements.
- (26) Commute Ferry Service for Berkeley/Albany. Purchase two vessels for ferry services between the Berkeley/Albany Terminal and San Francisco. Parking access and landside feeder connections must be sufficient to support ridership projections. Twelve million dollars (\$12,000,000). The project sponsor is Water Transit Authority. If the Water Transit Authority demonstrates to the Metropolitan Transportation Commission that it has secured alternative funding for the two vessel purchases described in this paragraph, the funds may be used for terminal improvements. If the Water Transit Authority does not have an entitled terminal site within the Berkeley/Albany catchment area by 2010 that meets its requirements, the funds described in this paragraph and the operating funds described in paragraph (7) of subdivision (d) shall be transferred to another site in the East Bay. The City of Richmond shall be given first priority to receive this transfer of funds if it has met the planning milestones identified in its special study developed pursuant to paragraph (28).
- (27) Commute Ferry Service for South San Francisco. Purchase two vessels for ferry services to the Peninsula. Parking access and landside feeder connections must be sufficient to support ridership projections. Twelve million dollars (\$12,000,000). The project sponsor is Water Transit Authority. If the Water Transit Authority demonstrates to the Metropolitan Transportation Commission that it has secured alternative funding for the two vessel purchases described in this paragraph, the funds may be used for terminal improvements.

- (28) Water Transit Facility Improvements, Spare Vessels, and Environmental Review Costs. Provide two backup vessels for water transit services, expand berthing capacity at the Port of San Francisco, and expand environmental studies and design for eligible locations. Forty-eight million dollars (\$48,000,000). The project sponsor is Water Transit Authority. Up to one million dollars (\$1,000,000) of the funds described in this paragraph shall be made available for the Water Transit Authority to study accelerating development and other milestones that would potentially increase ridership at the City of Richmond ferry terminal.
- (29) Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors. Expand park and ride lots, improve HOV and express lane access, construct ramp improvements, purchase rolling stock, deploy corridor management technologies, and improve transit and carpooling between the East Bay and San Francisco. Twenty-two million dollars (\$22,000,000). *Funding increased by \$11,932,828 (hearing date April 9, 2014), increased by \$21,000,000 (hearing date November 9, 2016), and increased \$225,416 (hearing date November 4, 2020). Present amount: fifty-five million, one hundred fifty-eight thousand, two hundred forty-four dollars (\$55,158,244). The project sponsors are AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.*
- (30) I-880 North Safety Improvements. Reconfigure various ramps on I-880 and provide appropriate mitigations between 29th Avenue and 16th Avenue. Ten million dollars (\$10,000,000). *Funding increased by \$2,300,000 (hearing date April 9, 2014). Present amount: twelve million, three hundred thousand dollars (\$12,300,000). The project sponsors are Alameda County Transportation Commission, City of Oakland, and the Department of Transportation.*
- (31) BART Warm Springs Extension. Extension of the existing BART system from Fremont to Warm Springs in southern Alameda County. Up to ten million dollars (\$10,000,000) shall be used for grade separation work in the City of Fremont necessary to extend BART. The project would facilitate a future rail service extension to the Silicon Valley. The project sponsor is BART. Ninety-five million dollars (\$95,000,000) *Funding increased by \$91 million (hearing date January 14, 2009). Prior condition removed (hearing date April 9, 2014). Present Amount: One hundred eighty-six million dollars (\$186,000,000).*
- (32) I-580 (Tri Valley) Rapid Transit Corridor Improvements. Provide rail or High-Occupancy Vehicle lane direct connector to Dublin BART and other improvements on I-580 in Alameda County for use by express buses. Sixty-five million dollars (\$65,000,000). The project sponsor is Alameda County Congestion Management Agency.

- (33) Regional Rail Master Plan. Provide planning funds for integrated regional rail study pursuant to subdivision (f) of Section 30914.5. Six million five hundred thousand dollars (\$6,500,000). *Funding reduced by \$437,576 (hearing date November 4, 2020). Present amount: Six million sixty-two thousand four hundred and twenty-four dollars (\$6,062,424).* The project sponsors are Caltrain and BART.
- (34) Integrated Fare Structure Program. Provide planning funds for the development of zonal monthly transit passes pursuant to subdivision (e) of Section 30914.5. One million five hundred thousand dollars (\$1,500,000). The project sponsor is the TransLink® Consortium.
- (35) Transit Commuter Benefits Promotion *and Transit Recovery*. Marketing programs, projects, and studies to promote transit ridership and transit system performance, including but not limited to tax-saving opportunities for employers and employees as specified in Section 132(f)(3) or 162(a) of the Internal Revenue Code. Goal is to increase the participation rate of employers offering employees a tax-free benefit to commute to work by transit *and to implement transit recovery strategies identified by the Blue Ribbon Transit Recovery Task Force*. The project sponsor is the Metropolitan Transportation Commission. Five million dollars (\$5,000,000). *Funding increased by \$437,576 (hearing date November 4, 2020). Present amount: Five million four hundred thirty-seven thousand five hundred and seventy-six dollars (\$5,437,576).*
- (36) Caldecott Tunnel Improvements. Provide funds to plan and construct a fourth bore at the Caldecott Tunnel between Contra Costa and Alameda Counties. The fourth bore will be a two-lane bore with a shoulder or shoulders north of the current three bores. The County Connection shall study all feasible alternatives to increase transit capacity in the westbound corridor of State Highway Route 24 between State Highway Route 680 and the Caldecott Tunnel, including the study of the use of an express lane, high-occupancy vehicle lane, and an auxiliary lane. The cost of the study shall not exceed five hundred thousand dollars (\$500,000) and shall be completed not later than January 15, 2006. Fifty million five hundred thousand dollars (\$50,500,000). *Funding reduced by \$5,425,000 (hearing date April 9, 2014). Present amount: forty-five million, seventy-five thousand dollars (\$45,075,000).* The project sponsor is the Contra Costa Transportation Authority.
- (37) *BART Transit Capital Rehabilitation. Provide local matching funds to BART's fixed guideway rehabilitation and replacement projects funded with federal dollars in FY 06-07 and FY 07-08, and to purchase replacement BART car vehicles. Twenty-four million dollars (\$24,000,000). Funding increased by \$40,000,000 (hearing date November 9, 2016). Present amount: sixty-four million dollars (\$64,000,000). The project sponsor is BART. (New project added: hearing date June 13, 2007)*

- (38) *Regional Express Lane Network. Provide funds to plan, conduct environmental review, design and construct express/toll lanes and/or operational improvements on the Bay Bridge corridor. Priority will be given to conversion of the High-Occupancy Vehicle (HOV) lanes on Interstate 80 in Alameda and Contra Costa Counties to express lanes and/or to improvements identified in the Bay Bridge Forward suite of projects, including but not limited to design feasibility and environmental studies, express lanes, interchange improvements, dedicated HOV/bus lanes, queue jump lanes, pricing, and other operational and demand management strategies to increase person throughput on the Bay Bridge Corridor. Four million, eight hundred twenty five thousand, four hundred fifty five dollars and forty three cents (\$4,825,455.43). The project sponsor is MTC (subject to delegation to the Bay Area Infrastructure Financing Authority (BAIFA), pending formal action). (New project added: hearing date April 10, 2013) (Project description modification hearing date November 4, 2020).*
- (39) *Major Interchange Modifications in the Vicinity of I-80 and San Pablo Dam Road in Contra Costa County. Provide funds to plan and construct interchange improvements in the vicinity of Interstate 80 and San Pablo Dam Road to reduce congestion and improve traffic safety. Eight million dollars (\$8,000,000). The project sponsor is the Contra Costa Transportation Authority. (New project added: hearing date April 10, 2013)*
- (40) *Caltrain Electrification. Provide funding for the electrification of Caltrain. Twenty million dollars (\$20,000,000). The project sponsor is Caltrain.*

Streets and Highways Code Sections 30914(d)

Not more than 38 percent of the revenues generated from the toll increase shall be made available annually for the purpose of providing operating assistance for transit services as set forth in the authority's annual budget resolution. The funds shall be made available to the provider of the transit services subject to the performance measures described in Section 30914.5. If the funds cannot be obligated for operating assistance consistent with the performance measures, these funds shall be obligated for other operations consistent with this chapter.

Except for operating programs that do not have planned funding increases and subject to the 38-percent limit on total operating cost funding in any single year, following the first year of scheduled operations, an escalation factor, not to exceed 1.5 percent per year, shall be added to the operating cost funding through fiscal year 2015 -16, to partially offset increased operating costs. The escalation factors shall be contained in the operating agreements described in Section 30914.5. Subject to the limitations of this paragraph, the Metropolitan Transportation Commission may annually fund the following operating programs as another component of the Regional Traffic Relief Plan:

- (1) Golden Gate Express Bus Service over the Richmond Bridge (Route 40). Two million one hundred thousand dollars (\$2,100,000).
- (2) Napa Vine Service terminating at the Vallejo Intermodal Terminal. Three hundred ninety thousand dollars (\$390,000).
- (3) Regional Express Bus North Pool serving the Carquinez and Benicia Bridge Corridors. Three million four hundred thousand dollars (\$3,400,000).
- (4) Regional Express Bus South Pool serving the Bay Bridge, San Mateo Bridge, and Dumbarton Bridge Corridors. Six million five hundred thousand dollars (\$6,500,000).
- (5) Dumbarton *Bus*. Five million five hundred thousand dollars (\$5,500,000) *(Eligibility changed from Rail to Bus; hearing date January 11, 2012.)*
- (6) San Francisco Bay Area Water Emergency Transportation Authority, Alameda/Oakland/Harbor Bay, Berkeley/Albany, South San Francisco, Vallejo, or other transbay ferry service. A portion of the operating funds may be dedicated to landside transit operations. Fifteen million three hundred thousand dollars (\$15,300,000).
- (7) Owl Bus Service on BART Corridor. One million eight hundred thousand dollars (\$1,800,000).
- (8) MUNI Metro Third Street Light Rail Line. Two million five hundred thousand dollars (\$2,500,000) without escalation.
- (9) AC Transit Enhanced Bus Service on Telegraph Avenue, International Boulevard, and East 14th Street in Berkeley-Oakland-San Leandro. Three million dollars (\$3,000,000) without escalation.
- (10) TransLink, three-year operating program. Twenty million dollars (\$20,000,000) without escalation.
- (11) San Francisco Bay Area Water Emergency Transportation Authority, regional planning and operations. Three million dollars (\$3,000,000) without escalation.
- (12) *Clipper Operations. Two million dollars (\$2,000,000) without escalation. (project added, hearing date June 14, 2017)*
- (13) *Transbay Transit Center Operations. Three million dollars (\$3,000,000) without escalation. (project added, hearing date June 14, 2017)*



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 20-1520 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 10/12/2020 **In control:** Programming and Allocations Committee
On agenda: 11/4/2020 **Final action:**
Title: Transit Operations Funding

Staff will provide an overview of funding available for transit operations including information on the flexibility that exists to redirect funds designated for capital purposes to transit operations.

Sponsors:

Indexes:

Code sections:

Attachments: [6a - 20-1520 - Transit Operations Funding.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Transit Operations Funding

Staff will provide an overview of funding available for transit operations including information on the flexibility that exists to redirect funds designated for capital purposes to transit operations.

Presenter:

Theresa Romell

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

November 4, 2020

Agenda Item 6a - 20-1520

Transit Operations Funding

Subject: An overview of funding available for transit operations, and flexibility that exists to redirect funds available for capital purposes, to transit operations.

Background: At the September 14th Blue Ribbon Transit Recovery Task Force (BRTRTF) meeting, task members requested an overview of transit operations funding, and MTC's ability to shift funds normally used for capital projects and programs to transit operations, to respond to revenue and service impacts resulting from the Covid-19 pandemic.

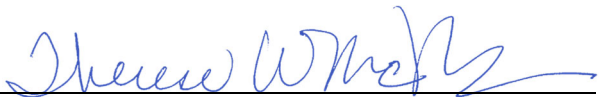
The information in the attached presentation was provided to the BRTRTF at its October 26th meeting, and is being presented to the Programming and Allocations Committee for information and discussion.

The presentation provides an overview of funds available for public transportation operations including the revenue gap caused by the pandemic; the flexibility that exists to redirect capital funds to operations, and the tradeoffs and time constraints involved with exercising that flexibility.

Issues: None

Recommendation: Information Only

Attachments: Transit Operations Funding Presentation


Therese W. McMillan

Transit Operations Funding Overview

Programming & Allocations Committee

Agenda Item 6a

November 4, 2020



METROPOLITAN TRANSPORTATION COMMISSION

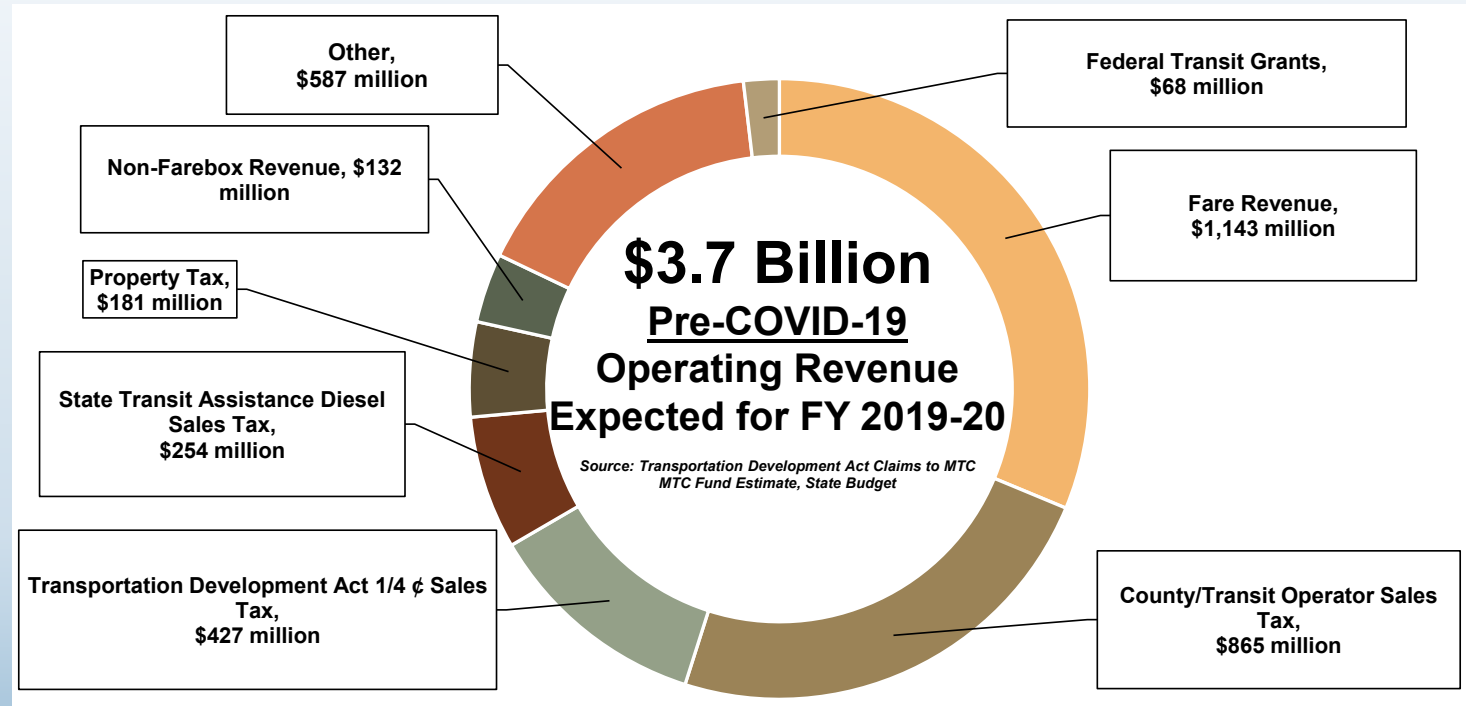
Photo: Marin U/Sherry LaVars

Transit Operating Revenues Before COVID-19

\$3.7 Billion in Transit Operating Revenues Generated Annually Before the COVID-19 Pandemic

Prior to the pandemic the Bay Area's 25 Federal Transit Administration-eligible transit operators expected to generate or collect approximately \$3.7 billion in operating revenues in Fiscal Year 2019-20.

Fare revenues represented the largest share of overall revenues at 31%, followed by county and transit operator sales taxes at 24%.

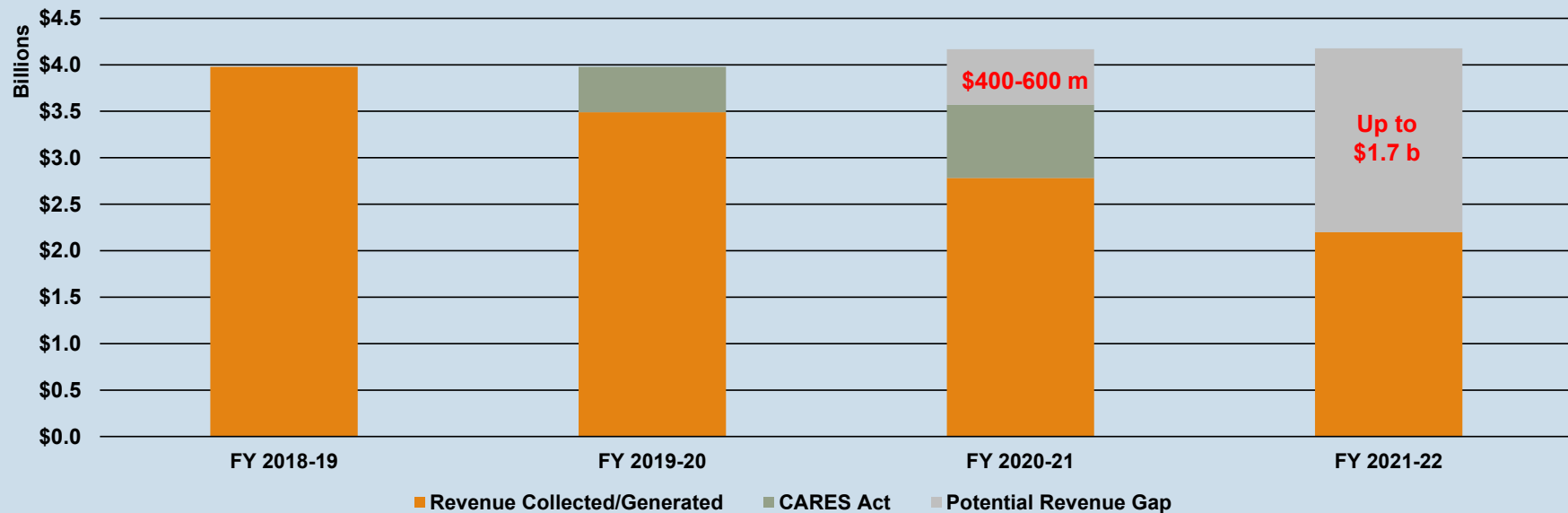


COVID-19 Impacts on Revenue

COVID-19 and the Bay Area's shelter-in-place orders have impacted almost all sources of transit revenues, especially fare, sales tax, toll, and parking revenues. Allocations from the CARES Act have helped to address the full deficit for FY 2019-20 and will help *reduce* the shortfall in FY 2020-21.

Even with the support of the CARES Act, transit agencies still expect a gap of **\$400-\$600 million** between the revenue available in their operating budgets and what those budgets would have looked like in FY 2020-21 without the COVID-19 pandemic. Looking forward to FY 2021-22 and without additional federal support (such as the U.S. House-approved HEROES 2 Act), transit agencies may face revenue losses of **up to \$1.7 billion**. **We are approaching a financial cliff that is not possible to close through local/regional action alone.**

Annual Bay Area Transit Operating Revenue



CARES Act

Bay Area
CARES Act Distribution
\$1.3 billion

MTC Resolution 4420

Funds allocated in two phases in
April & July 2020

BART: 377,044,397

SFMTA: 373,773,780

AC Transit: 114,157,462

VTA: 141,572,305

Caltrain: 64,635,781

Golden Gate Transit + Ferry: 51,579,223

SamTrans: 45,878,998

WETA: 18,756,406

SMART: 14,952,173

MTC Regional Programs: 12,883,886

County Connection: 11,812,397

Marin Transit: 10,176,062

Tri Delta Transit: 8,024,446

LAVTA: 6,818,958

Sonoma County Transit: 5,772,456

NVTA: 4,377,166

ACE: 2,680,453

Soltrans: 5,531,715

Santa Rosa CityBus: 4,075,570

WestCAT: 4,017,750

FAST: 3,938,721

Union City Transit: 1,946,364

Petaluma Transit: 1,060,920

Vacaville City Coach: 1,789,844

City of Dixon: 390,263

City of Rio Vista: 157,836

TJPA: 583,273

The CARES Act was
based on the
assumption that travel
patterns and the
economy would begin
to return to “normal” in
Q4 of 2020.

That has not happened.

Questions to Consider Before Considering Redirecting Funds to Transit Operations

What level of transit service are we able to operate?

Agencies have reduced operating expenses during the pandemic through a variety of measures. Will the redirected funding allow more service to be operated and where?

What steps and approvals are needed to redirect a fund source?

Can MTC approve redirecting a fund source to transit operations? What other approvals are necessary?

When will redirected funding be available?

Is the fund source available in FY 2020-21, FY 2021-22, or later?

What programs, projects, and/or jobs would be impacted by redirecting funds?

By redirecting funds other investments will be postponed or canceled. What are the impacts of these other investments?

Does the amount of funding available from a fund source help address the operating need in a meaningful way?

Many fund sources may not have enough funding available that can be redirected to transit operations to make a meaningful impact on the operating shortfall, especially considering the barriers to redirecting funds



What Funding Managed by MTC Could be Redirected to Support Transit Operations?

Transit Capital Priorities Program (FTA Formula Funds)

\$466M/year*

Redirecting funds for capital state of good repair projects and replacements to assist with operating needs

Trade Offs

- Funds not available until FY 2022
- Capital project delay
- Capital project job losses
- Safety and reliability concerns

**FTA limits the use of capital formula funds to preventive maintenance. Operators may not be able to absorb their full apportionment for this purpose.*

Federal Highway Infrastructure Program STP / OBAG 2 & 3

\$97M/year

Redirecting OBAG 2 or OBAG 3 projects to support transit "preventive maintenance".

Trade Offs

- Only \$56 million in total available in FY 2021
- Annual funds not available until FY 2023
- Bike/Ped/Street repaving/TLC
- Safety and seamless connectivity projects
- MTC regional programs
- CTA planning support
- Delays to county priority projects
- Capital job losses

State of Good Repair Program

\$35M/year

In 2020 the State Legislature authorized use of SGR Program funds for operations

Trade Offs

- Funds available in FY 2021
- Capital project delay
- Capital project job losses
- Safety and reliability concerns

CARES Act MTC Allocation

\$12 million

Trade Offs

Already programmed to:

- Clipper START Pilot Program
- Transit Recovery Planning



What About Other Existing Fund Sources?

County Sales Taxes Up to \$10s of millions

Operators, MTC, and county sales tax authorities can explore what flexibility exists in county transportation sales tax expenditure plans to direct funds to transit operations

Trade Offs

- Funds not available until FY 2022+
- Likely limited legal authority to redirect funds without seeking voter approval
- Capital project delay
- Could be seen as breaking commitments to voters when measures were approved

Regional Measure 3 Up to \$10s of millions

Assuming the CA Supreme Court upholds RM 3, requires State Legislature approval to redirect funds from the Regional Measure 3 bridge toll program or public hearing process to redirect specific operating projects to general operating purposes

Trade Offs

- Funds likely not available until at least FY 2023
- Could be seen as breaking commitment to voters when measure was approved
- Delays to voter approval capital projects
- Possible impacts to financing capacity for RM3 program

SB 1 Non-Transit Ops. Programs Up to \$100s of millions (statewide)

Requires State Legislature approval and/or constitutional amendment to redirect from non-transit operating uses such as Transit and Intercity Capital Program, highway/road funds, or state and local partnership program funds

Trade Offs

- Funds not available until at least FY 2022
- Impacts to other mode needs, city and county budgets
- Capital project job losses
- Could be seen as breaking commitments to voters when Prop. 6 was rejected in 2018.

Regional Transportation Improvement Program (RTIP) Funds Up to \$10s of millions

Most RTIP revenue is limited to capital. Requires State Legislature approval to direct additional public transit funds to the program. Requires constitutional amendment to allow state RTIP funds be used for public transit operations.

Trade Offs

- Funds programmed out to FY 2025; requires California Transportation Commission action to de-program existing projects and program operations
- County priority and congestion management project elimination
- Capital job losses

Cap and Trade Revenues Up to \$100s of millions (statewide)

Requires State Legislature approval to use unprogrammed cap and trade revenues for transit operations

Trade Offs

- Funds not available until at least FY 2022
- Impacts to other state low carbon priority investments

Scale of Operating Need Dwarfs Amount of Funds that Could be Redirected

Bay Area transit operators may need **over \$2 billion** over the next two fiscal years to fully make up for lost revenue.



At most, the region could redirect around **\$600 million starting in FY 2022** to transit operations which would come at enormous cost to state of good repair, safety, and jobs.



Significant political consensus and advocacy would be needed to redirect local sales tax or state funding. Even then, a revenue shortfall of \$800 million to \$1 billion would likely remain.

We don't know how long this crisis will last and what ridership or the economy will look like afterwards

Additional federal support for transit operations is critical, the proposed HEROES 2 Act a positive sign

Transit operators, MTC, the state, we all must be prepared to continue to pivot and adjust to this changing landscape

MTC is here to work with operators to provide flexibility for funding programs the agency manages



Questions/Discussion





Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 20-1474 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/24/2020 **In control:** Programming and Allocations Committee
On agenda: 11/4/2020 **Final action:**
Title: California Transportation Commission (CTC) Update

Update on the October 21-22, 2020 California Transportation Commission meeting

Sponsors:

Indexes:

Code sections:

Attachments: [6b - 20-1474 - CTC Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

California Transportation Commission (CTC) Update

Update on the October 21-22, 2020 California Transportation Commission meeting

Presenter:

Kenneth Kao

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

November 4, 2020

Agenda Item 6b - 20-1474

California Transportation Commission (CTC) Update

Subject: Update on the October 21-22, 2020 California Transportation Commission meeting

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

The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has two (2) CTC members residing in its geographic area: Bob Alvarado (Executive Officer, Northern California Carpenters Regional Council) and Carl Guardino (Executive Vice President of Global Government Affairs and Policy for Bloom Energy).

October CTC Meeting (October 21-22, Held Online)

The CTC discussed the following issues of significance to the region.

Transportation Equity Effort Update. CTC, Caltrans, and CalSTA staff provided a joint update on transportation equity efforts:

- CTC: The CTC will consider the final membership of the Equity Roundtable at the December 2020 CTC meeting.
- Caltrans: Caltrans adopted a racial equity action plan and established the Office of Race and Equity in August 2020. The new office aims to improve planning, outreach, and engagement with disadvantaged communities and will review policies and programs with a more focused equity lens throughout the Department.
- CalSTA: CalSTA staff is developing a racial equity action plan for internal operations and external policies and programs. CalSTA will review naming designations of infrastructure, state parks, and geographic areas across the state and amend as appropriate, in coordination with the California Natural Resources Agency.

All three agencies will hold virtual community listening sessions in 2021 to inform future work. MTC staff will continue engagement on statewide equity efforts, provide input as appropriate, and report on these efforts through future CTC update memos to the Programming and Allocations Committee.

Senate Bill 1 Application Update. While not on the October agenda, CTC staff will release its funding recommendations for three SB1 competitive programs on November 12. The three competitive programs are the Solutions for Congested Corridors, Trade Corridor Enhancement, and Local Partnership Competitive Programs. Statewide, the CTC received \$3.6 billion in funding requests for \$2.1

billion in available funding. CTC will consider the programs' adoption at the December 2-3 CTC meeting.

Active Transportation Program Quick Build Pilot. The CTC adopted the Active Transportation Program (ATP) Quick Build pilot program, which is a new component of ATP. Quick build projects are interim capital improvement projects that aim to immediately implement safety needs, allowing communities to benefit quickly from improvements. Applications for the Quick Build program were due by mid-July, and CTC staff released its funding recommendations in mid-September totaling \$4.4 million. Of the eight ATP Quick Build projects that CTC approved, half of the projects and funding, (\$2.2 million), benefit the Bay Area. Specifically, CTC approved funding for projects in Berkeley (Alameda Co.), Richmond (Contra Costa Co.), San Carlos (San Mateo Co.), and San Jose (Santa Clara Co.).

Allocations, Extensions, and Amendments. The CTC approved the following: Allocations. For the following allocations, CTC provides a 12-month deadline to award a contract (from the standard 6 months) due to project delivery uncertainty caused by the COVID-19 pandemic.

- Funding allocations for three Active Transportation Program (ATP) projects in Contra Costa, San Francisco, and Sonoma Counties;
- Funding allocation for three Local Partnership Program (LPP) projects in Alameda, Contra Costa, and Marin Counties;
- Funding allocation for one State Transportation Improvement Program (STIP) project in Alameda County; and
- Funding allocations for two Transit and Intercity Rail Capital Program (TIRCP) projects for AC Transit and Solano County.

Extensions.

- Allocation extensions for two Active Transportation Program (ATP) projects for Oakland (Alameda Co.) and San Jose (Santa Clara Co.).

Amendments.

- Re-programming request for one Trade Corridor Enhancement Program (TCEP) project in Alameda County; and
- Program amendment to add new LPP projects located in Marin and Sonoma Counties.


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 scheduled for December 2-3, to be held online.

Issues: None.

Recommendation: Information. No action required.

Attachments: None.


Therese W. McMillan