



Metropolitan Transportation Commission

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

Meeting Agenda - Final-revised

Metropolitan Transportation Commission

Scott Haggerty, Chair Alfredo Pedroza, Vice Chair

Friday, November 20, 2020

9:45 AM

Board Room - 1st Floor (REMOTE)

The Metropolitan Transportation Commission is scheduled to meet on Friday, November 20, 2020 at 9:45 a.m., in the Bay Area Metro Center (Remotely), or immediately following the 9:40 a.m. BAHA meeting. 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/87184477982>

Or iPhone one-tap: US: +14086380968,,87184477982# or +16699006833,,87184477982#

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

+1 408 638 0968 or +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799 or

+1 312 626 6799 or +1 646 876 9923 or +1 301 715 8592 or

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

Webinar ID: 871 8447 7982

International numbers available: <https://bayareametro.zoom.us/j/87184477982>

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

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

2. Chair's Report (Haggerty)

- 2a. [21-0001](#) MTC Resolution No. 4441 - Resolution of Appreciation for Commissioner Dave Cortese on the occasion of his departure from MTC.

Action: Commission Approval

- 2b. [21-0002](#) MTC Resolution No. 4442 - Resolution of Appreciation for Commissioner Tony Tavares on the occasion of his departure from MTC.

Action: Commission Approval

- 2c. [21-0003](#) MTC Resolution No. 4443 - Resolution of Appreciation for Commissioner Jeannie Bruins on the occasion of her departure from MTC.

Action: Commission Approval

3. Policy Advisory Council Report (Randi Kinman)

4. Executive Director's Report (McMillan)

5. Commissioner Comments

6. Consent Calendar:

- 6a. [20-1511](#) Minutes of the October 28, 2020 meeting

Action: Commission Approval

Attachments: [6a - 20-1511 Oct 28 Draft Commission Minutes v1.pdf](#)

- 6b. [20-1512](#) Monthly Report of Transit Operator Statistics

Action: Information

Attachments: [6b - 20-1512 Monthly Report of Transit Operator Statistics.pdf](#)

Programming and Allocations Committee

- 6c. [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

Attachments: [6c - 20-1338 - Resos 3989 and 4202 - PCA Program.pdf](#)

- 6d. [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

Attachments: [6d - 20-1471 - Resos 4035 and 4202 - OBAG1 and 2 Revisions.pdf](#)

- 6e. [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

Attachments: [6e - 20-1480 - Reso 4431 - WestCAT Allocation.pdf](#)

Committee Reports

7. Joint MTC Planning Committee with the ABAG Administrative Committee (Spring)

- 7a. [20-1519](#) Plan Bay Area 2050 Final Blueprint: Alternative to Strategy EN7 (Telecommuting)

Proposed action on MTC Resolution No. 4437, Revised, integrating a potential alternative to the Plan Bay Area 2050 telecommuting strategy (EN7).

Action: Commission Approval

Attachments: [7a - 20-1519 - PBA50FinalBlueprint_StrategyEN7Alternative.pdf](#)

[7a - 20-1519 - Attach-A - Presentation.pdf](#)

[7a - 20-1519 - Attach-B - Alternative Strategy EN7 Description.pdf](#)

[7a - 20-1519 - Attach-C - MTC Reso 4447.pdf](#)

8. Public Comment / Other Business

9. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, December 16, 2020 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 Commission meetings by completing a request-to-speak card (available from staff) and passing it to the Commission secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

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

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

Accessibility and Title VI: MTC provides 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 Commission 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 Commission. Actions recommended by staff are subject to change by the Commission.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0001 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 11/16/2020 **In control:** Metropolitan Transportation Commission

On agenda: 11/20/2020 **Final action:**

Title: MTC Resolution No. 4441 - Resolution of Appreciation for Commissioner Dave Cortese on the occasion of his departure from MTC.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4441 - Resolution of Appreciation for Commissioner Dave Cortese on the occasion of his departure from MTC.

Recommended Action:

Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0002 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 11/16/2020 **In control:** Metropolitan Transportation Commission
On agenda: 11/20/2020 **Final action:**
Title: MTC Resolution No. 4442 - Resolution of Appreciation for Commissioner Tony Tavares on the occasion of his departure from MTC.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4442 - Resolution of Appreciation for Commissioner Tony Tavares on the occasion of his departure from MTC.

Recommended Action:

Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0003 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 11/17/2020 **In control:** Metropolitan Transportation Commission

On agenda: 11/20/2020 **Final action:**

Title: MTC Resolution No. 4443 - Resolution of Appreciation for Commissioner Jeannie Bruins on the occasion of her departure from MTC.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4443 - Resolution of Appreciation for Commissioner Jeannie Bruins on the occasion of her departure from MTC.

Recommended Action:

Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1511 **Version:** 1 **Name:**
Type: Minutes **Status:** Commission Approval
File created: 10/8/2020 **In control:** Metropolitan Transportation Commission
On agenda: 11/20/2020 **Final action:**
Title: Minutes of the October 28, 2020 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [6a - 20-1511 Oct 28 Draft Commission Minutes v1.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the October 28, 2020 meeting

Recommended Action:
Commission Approval



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

Meeting Minutes

Metropolitan Transportation Commission

Scott Haggerty, Chair Alfredo Pedroza, Vice Chair

Wednesday, October 28, 2020

9:45 AM

Board Room - 1st Floor (REMOTE)

Call Remote Meeting to Order

1. Call to Order / Roll Call / Confirm Quorum

Present: 16 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Ahn, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spring, and Commissioner Worth

Absent: 2 - Commissioner Schaaf, and Commissioner Slocum

Non-Voting Commissioners Present: Commissioner Giacopini and Commissioner Stracner

Non-Voting Commissioner Absent: Commissioner Tavares

2. Chair's Report (Haggerty)

2a. [20-1494](#) MTC Resolution No. 4447 - Resolution of Appreciation for Tom Bulger on the occasion of his retirement.

Action: Commission Approval

Commissioner Glover arrived during agenda item 2a.

Commissioner Liccardo left during agenda item 2a.

Upon the motion by Commissioner Spring and the second by Commission Vice Chair Pedroza, the Commission unanimously adopted MTC Resolution No. 4447. The motion carried by the following vote:

Aye: 15 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Ahn, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spring and Commissioner Worth

Absent: 3 - Commissioner Liccardo, Commissioner Schaaf and Commissioner Slocum

3. Policy Advisory Council Report (Randi Kinman)

- 3a. [20-1530](#) Recommendation to Commission Regarding the Blue Ribbon Transit Recovery Task Force & Transformation Action Plan

Action: Information

Presenter: Randi Kinman

4. Executive Director's Report (McMillan)

[20-1605](#)

5. Commissioner Comments

6. Consent Calendar:

Emily Wheeler of Public Advocates was called to speak.

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

Aye: 15 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Ahn, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

Absent: 3 - Commissioner Liccardo, Commissioner Schaaf and Commissioner Slocum

- 6a. [20-1407](#) Minutes of the September 23, 2020 meeting

Action: Commission Approval

- 6b. [20-1508](#) Transit Operator "Healthy Transit Plan" Statistics

Action: Information

Administration Committee

- 6c. [20-1331](#) MTC Resolution No. 4438 - Draft 2020 MTC Title VI Program. The Title VI Program demonstrates how MTC is complying with federal requirements of nondiscrimination in its policies, programs and activities, and it is prepared in response to Federal Transit Administration (FTA) Circular 4702.1B. MTC Resolution No. 4294 would authorize submission of the final Title VI Program to the FTA.

Action: Commission Approval

Presenter: Michael Brinton

- 6d. [20-1323](#) MTC Resolution No. 4421, Revised - FY 2020-21 Overall Work Program (OWP) Amendment. Staff requests that the Committee refer MTC Resolution No. 4421, Revised, the MTC FY 2020-21 Overall Work Program (OWP), Amendment No. 1 to the Commission in order to include one new grant award as well as certain revisions to the scope of other work elements.

Action: Commission Approval

Presenter: Arleicka Conley

Programming and Allocations Committee

- 6e. [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

- 6f. [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

- 6g. [20-0748](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-45.

Action: Commission Approval

Presenter: Adam Crenshaw

- 6h.** [20-1345](#) MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of No Prejudice to the Sonoma-Marin Area Rail Transit District (SMART) for \$5 million on the SMART Windsor Extension project.
- Action:** Commission Approval
- Presenter:** Anne Spevack
- 6i.** [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
- 6j.** [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
- 6k.** [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
- 6l.** [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

Committee Reports

7. Administration Committee (Glover)

7a. [20-1324](#) MTC Resolution No. 4422, Revised - MTC FY 2020-21 MTC Operating and Capital Budgets Amendment

Staff requests that the Committee refer to the Commission for approval, MTC Resolution No. 4422, Revised, approving Amendment No. 1 to the MTC FY 2020-21 Operating and Capital Budgets.

Action: Commission Approval

Presenter: Brian Mayhew

Upon the motion by Commissioner Glover and the second by Commissioner Spering, the Commission unanimously adopted MTC Resolution No. 4422, Revised. The motion carried by the following vote:

Aye: 15 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Ahn, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

Absent: 3 - Commissioner Liccardo, Commissioner Schaaf and Commissioner Slocum

8. Programming and Allocations Committee (Josefowitz)

8a. [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

Upon the motion by Commissioner Josefowitz and the second by Commissioner Bruins, the Commission unanimously adopted MTC Resolution No. 4439. The motion carried by the following vote:

Aye: 15 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Ahn, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

Absent: 3 - Commissioner Liccardo, Commissioner Schaaf and Commissioner Slocum

9. Public Comment / Other Business

10. Adjournment / Next Meeting:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held on *****Friday, November 20, 2020 at 9:50 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).

Scott Haggerty, Chair



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1512 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 10/8/2020 **In control:** Metropolitan Transportation Commission
On agenda: 11/20/2020 **Final action:**
Title: Monthly Report of Transit Operator Statistics
Sponsors:
Indexes:
Code sections:
Attachments: [6b - 20-1512 Monthly Report of Transit Operator Statistics.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Monthly Report of Transit Operator Statistics

Recommended Action:
Information


Metropolitan Transportation Commission

November 20, 2020

Agenda Item 6b - 20-1512

Monthly Report of Transit Operator Statistics on Healthy Transit Plan Performance

- Subject:** Monthly report by transit operators on performance by each agency on common pandemic-related health and safety metrics and an update on agencies' commitment to the "Riding Together: Bay Area Healthy Transit Plan" through Board or Council adopted resolutions of support.
- Background:** As directed by the Commission, staff is providing the attached information on monthly metrics of operator performance on key common metrics related to Covid-19 health and safety measures, as reported by agencies through the publicly accessible dashboard located at: <http://healthytransitplan.com/>.
- Issues:** None
- Recommendation:** Information Only
- Attachments:** Joint transit operator cover memo and report.



Therese W. McMillan



November 13, 2020

The Honorable Scott Haggerty, Chair
 Metropolitan Transportation Committee
 375 Beale Street, #800
 San Francisco, CA 94105

Dear Chair Haggerty:

The attached report covers the transit operator metrics from October 10 to November 9, as called for in the Riding Together: Bay Area Healthy Transit Plan.

The report shows that implementation of the baseline measures called for in the Plan continues to yield positive results in the areas of passenger and employee mask compliance, contact tracing, and vehicle capacity.

In each category, nearly all agencies are achieving the high bars established to measure effective implementation of the Healthy Transit Plan.

- Transit employees continue to receive and properly use masks. While two agencies fell slightly below the 95% threshold, proactive efforts are underway to promote and ensure compliance moving forward.
- Contact tracing continues to be effective.
- Nearly every agency has maintained over 95% passenger mask compliance, and actions are being taken to improve compliance on systems that have fallen just shy of that goal.
- 23 of 25 agencies continue to achieve a 6-foot physical distance goal. As stated in last month's report, a 6-foot distance requirement is causing many riders to be passed up on routes where capacity is not sufficient to meet demand. Without additional resources to add more buses, agencies are left no other choice but to pass up riders.

As you know, the Healthy Transit Plan is a living document and is consistently evaluated to gauge its effectiveness as conditions evolve. As infection rates continue to fluctuate, the measures in the Plan will help ensure that our systems are not a vector for virus transmission.

November 13, 2020

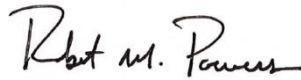
Page 2

We look forward to ongoing collaboration with the Commission as we work together to restore ridership, rider confidence, and financial stability during these uncertain times.

Sincerely,



Michael Hursh,
General Manager
Alameda-Contra Costa Transit
District



Robert Powers,
General Manager
San Francisco Bay Area
Rapid Transit District (BART)



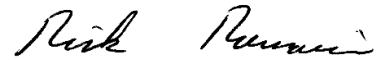
Jim Hartnett, General
Manager/Executive Director
San Mateo County Transit
District/Caltrain



Nuria Fernandez,
General Manager
Santa Clara Valley
Transportation Authority



Jeanne Krieg
Chief Executive Officer
Tri Delta Transit



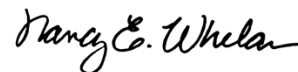
Rick Ramacier,
General Manager
County Connection



Denis Mulligan,
General Manager
Golden Gate Bridge, Highway
and Transportation District



Michael S. Tree
General Manager
Livermore Amador Valley
Transport Authority



Nancy Whelan,
General Manager
Marin Transit



Kate Miller
Executive Director
Napa Valley Transportation
Authority



Jared Hall
Transit Manager
Petaluma Transit



Rachel Ede
Deputy Director
City of Santa Rosa
Transportation and Public
Works



Jeffrey Tumlin,
General Manager
San Francisco Municipal
Transportation Agency



Farhad Mansourian,
General Manager
Sonoma-Maria Area Rail
Transit



Beth Kranda
Executive Director
Solano County Transit



Bryan Albee
Transit Systems Manager
Sonoma County Transit



Joan Malloy
City Manager
Union City Transit

Lori DaMassa
Transit Coordinator
City of Vacaville



Charles Anderson
General Manager
Western Contra Costa Transit
Authority



Nina Rannells,
Executive Director
Water Emergency
Transportation Authority



Diane Feinstein
Interim Transportation
Manager
City of Fairfield

cc: Therese McMillian, Executive Director, MTC
Commissioners, MTC
Members, Blue Ribbon Transit Recovery Task Force

Healthy Transit Plan Dashboard Monthly Update – November 2020

Bay Area Transit Agencies Update on Healthy Transit Plan Public Dashboard

November 13, 2020

From the onset of the pandemic, Bay Area transit agencies, both large and small, united to implement measures for a safe ride for the public as our region responds to the COVID-19 pandemic. Transit agencies took ownership of a coordinated response and collaborated to develop and publish “Riding Together: Bay Area Healthy Transit Plan.” As part of their commitment to the plan, regular reporting to the public is provided by the transit agencies via a dashboard as a means of accountability (please see list of participating agencies below). Please visit the dashboard at: <http://healthytransitplan.com/>

Today, transit agencies are reporting on the second full reporting period of October 10 - November 9, 2020. A brief summary of outcomes for each of the four core metrics is as follows:

Metric	Outcomes
Passengers Properly Wearing Face Coverings	<p>21 of 25 agencies achieved 5 star ratings, meaning at least 95% of passengers are properly¹ wearing face coverings on transit.</p> <p>BART received a 4 star rating with 90% of passengers properly wearing face coverings on transit. Current efforts underway to improve mask wearing compliance include:</p> <ul style="list-style-type: none">- All stations systemwide have extra masks available by request at the station agent booths for those who need one to ride.- Officers and ambassadors have extra masks to hand out if necessary. BART's latest budget doubled the number of our Ambassador Program to increase rider safety and assist with mask compliance.- BART has employed an active educational campaign with overhead announcements every 15 minutes, messages on the platform signs, and posters across the system.- Signs are posted at station agent booths that clearly state: “If you need a mask, ask a station agent.”- BART will pilot face mask vending machines inside some stations.- Colorful and vibrant posters promoting the rich cultural history of wearing masks are being posted inside trains and stations. <p>AC Transit received a 4.5 star rating with 94% of passengers properly wearing face coverings on transit. Efforts to improve compliance include:</p> <ul style="list-style-type: none">- AC Transit has added mask and sanitizer dispensers next to the front door of every bus. Fare collection began last month and at the time, onboard mask and sanitizer were located at the rear door of the bus (conforming with past practice of rear door boarding.) Having masks and sanitizer available near the fare box should help with mask compliance.- Operators continue to notify the Operations Control Center (OCC) when a passenger does not comply with the mask requirement. If the mask dispensers on the bus are empty, the operator contacts OCC to request a

¹ A properly worn face covering covers both the nose and mouth. Having a mask that is not properly worn is counted as non-compliant.

Healthy Transit Plan Dashboard Monthly Update – November 2020

- road supervisor to refill the empty container.
- New decals and vehicle ad cards (updated) in multiple languages are being installed this week informing riders about the availability and required usage of face masks onboard
- There are Social media posts twice a week reminding riders about face covering requirement
- Last month, AC Transit launched a special social media photo campaign of masked employees, including creation of campaign hashtag to amplify the message: #iwearmymaskfor
- AC Transit will place a Rider Alert on the front page of its redesigned website, launched in beta mode two weeks ago.
- Face masks are now available in the vending machines on the bus deck level of the Salesforce Transit Center.

Napa Valley Transportation Authority received a 4.5 star rating with 93% of passengers properly wearing face coverings on transit. Efforts to improve compliance include:

- All bus drivers have extra masks available to provide passengers that do not have a mask when boarding the bus.
- Annunciators on the bus are reminding riders that masks are required to ride the Vine.
- The Vine has a Ride with Confidence educational campaign with posters on every bus that remind riders masks are required and must be worn properly over the nose and mouth.
- The Ride with Confidence campaign also encourages a quiet ride.

SFMTA received a 4.5 star rating with 93% of passengers properly wearing face coverings on transit. Efforts to improve compliance include:

- We are supplying masks to passengers who require them through our Ambassador program.
- We are stepping up our messaging onboard to enhance proper wearing of masks since approximately 5% of riders have a mask visible but are not wearing them properly. New messages developed by the SF Department of Public Health will go up on vehicles in upcoming weeks.

Vehicle Capacity for Safe Distancing	23 of 25 agencies achieved 5 star ratings, meaning at least 95% of vehicles have capacity to allow for physical distancing of 6 feet while riding. ² AC Transit achieved a 3-star rating with 79% vehicles having capacity to allow for
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² The Healthy Transit Plan includes guidance that public transportation customers are expected to remain a minimum of 3 feet or optimally 6 feet, as practicable. For this period of reporting, based on current public health orders, operators applied a 6-foot metric. However, as the region moves further into recovery a 3-foot metric (coupled with high rates of face covering compliance) may become more appropriate. For this reason, the plan does not recommend a minimum compliance level.

Healthy Transit Plan Dashboard Monthly Update – November 2020

	<p>physical distancing of 6 feet while riding. This is an improvement from the prior reporting period. AC Transit’s ridership demand continues to grow while the agency is still adhering to a conservative 6ft physical distancing guideline. The growth can be attributed to a large number of transit dependent riders who have no other means to complete essential trips. AC Transit does not have the resources to increase frequency to meet growing demand. In the past month, AC Transit began displaying real-time passenger load information on our Tempo BRT line, which is our current busiest line.</p> <p>SFMTA achieved a 4.5-star rating with 91% of vehicles having capacity to allow for physical distancing of 6 feet while riding. SFMTA primarily relies on customer compliance with distancing requirements. If the vehicle occupancy exceeds the capacity limit, our operators are permitted to skip a stop or avoid picking up passengers by signaling “DROP OFF ONLY.” Our on-street ambassadors, deployed to busy stops, also remind customers of the distancing policy and encourage them not to board if a bus is full. However, these pass-ups or denied boardings are incredibly disruptive to our riders, can cause far-reaching impacts to their lives, and raise significant concerns particularly with respect to equity. As a result, roughly 10% of daily trips have occupancies greater than the capacity limit largely due to when demand rises acutely at specific times and locations.</p>
<p>Employees Properly Wearing Face Coverings</p>	<p>23 of 25 agencies achieved 5 star ratings, meaning at least 95% of employees are properly wearing face coverings at work.</p> <p>Marin Transit received a 4 star rating with 90% of employees properly wearing face coverings at work. Marin Transit contracts all fixed route service to three different operators. Marin Transit Staff rely solely on observations in the field to confirm that drivers are properly wearing facial coverings at all times while operating a vehicle in revenue service. Per the Marin County Public Health Order issued on April 17, 2020, drivers of public transit vehicles are required to maintain properly worn facial coverings while operating a transit vehicle even if no passengers are onboard. Consequently, Marin Transit staff record a driver being non-compliant if they are recorded with the mask worn below their nose or mouth even if the vehicle is empty. Most of the non-compliant drivers were recorded at times when no passengers were onboard. Marin Transit is working with all three contractors to improve face mask compliance moving forward.</p> <p>SFMTA received a 4.5 star rating with 94% of employees properly wearing face coverings at work. In addition to continually monitoring mask compliance across SFMTA facilities, the Agency is undertaking a proactive internal communications campaign to communicate the importance of wearing masks in the workplace on an ongoing basis.</p>
<p>Contact Tracing</p>	<p>All agencies achieved 5 star ratings, meaning at least 95% of employee known exposures or positive COVID 19 cases have internal contact tracing completed or underway. A five-star rating is also applied if no potential exposures or cases exist.</p>

Healthy Transit Plan Dashboard Monthly Update – November 2020

The dashboard also includes links to each agency's pandemic-specific webpage as well as tips for passengers. These customer tips are especially important since the success of the Healthy Transit Plan is directly tied to passenger participation including properly wearing masks and keeping a safe six-foot distance from others. Transit agencies will continue to monitor compliance and determine if there are additional actions that can be taken to support passenger participation, such as provision of masks where compliance is less than 95%.

Each agency has also adopted a resolution to formally demonstrate the commitment to implement the Healthy Transit Plan; adopted resolutions will be posted on each agency's website.

Participating Agencies

- Alameda-Contra Costa Transit District (AC Transit)
- Altamont Corridor Express (ACE)
- San Francisco Bay Area Rapid Transit (BART)
- Caltrain
- City of Dixon Redit-Ride
- County Connection (CCCTA)
- Eastern Contra Costa Transit Authority (Tri Delta)
- Fairfield and Suisun (FAST)
- Golden Gate Bridge, Highway and Transportation District (GGBHTD)
- Livermore Amador Valley Transit Authority (LAVTA/TriValley)
- Marin Transit
- Napa Valley Transportation Authority (VINE)
- Petaluma Transit
- Rio Vista Delta Breeze
- SamTrans
- San Francisco Bay Ferry (Water Emergency Transportation Authority (WETA))
- San Francisco Municipal Transportation Agency (SFMTA)
- Santa Clara Valley Transportation Authority (VTA)
- Santa Rosa CityBus
- Solano County Transit (SolTrans)
- Sonoma County Transit
- Sonoma-Marín Area Rail Transit (SMART)
- Union City Transit
- Vacaville City Coach
- Western Contra Costa Transit Authority (WestCAT)



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: [6c - 20-1338 - Resos 3989 and 4202 - PCA Program.pdf](#)
[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	Purissima-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;

ABSTRACT

MTC Resolution No. 3989

Page 2

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

ABSTRACT

MTC Resolution No. 3989

Page 3

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

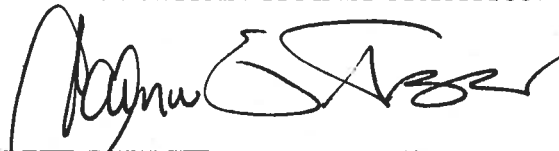
RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

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



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: [6d - 20-1471 - Resos 4035 and 4202 - OBAG1 and 2 Revisions.pdf](#)
[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
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07/22/15-C 09/23/15-C 10/28/15-C
11/18/15-C 12/16/15-C 01/27/16-C
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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 Soscol 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 Ulatis 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/VTA'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

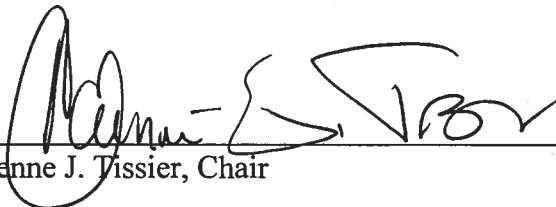
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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

**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				
1. REGIONAL PLANNING ACTIVITIES (STP Planning)		\$438,146,000	\$53,080,000	\$492,046,000
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	\$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	\$0	\$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**

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
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November 2020

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. PRIORITY 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

Attachment B-1

**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
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 01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C
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 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
* Selected and funded by the BAAQMD. Listed here for informational purposes only				
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)				
<i>Specific projects TBD by CMAs</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

Attachment B-1

**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
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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
			\$0	\$98,000,000

9. TRANSIT PERFORMANCE INITIATIVE (TPI)				
TPI - Capital Investment Program				
<i>TPI - Round 1</i>				
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
<i>TPI - Round 2</i>				
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
<i>TPI - Round 3</i>				
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
<i>TPI - Round 4</i>				
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
			\$0	\$82,000,000

10. PRIORITY CONSERVATION AREA (PCA)				
North Bay PCA Program				
<i>Specific projects TBD by North Bay CMAs</i>				
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

Attachment B-1

**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				
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

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

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

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
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>				
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				
		\$3,393,000		\$0.46
<i>Specific projects TBD by San Francisco CMA</i>				
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

Attachment B-2

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

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

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

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

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
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

Page 2

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

Page 3

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

Page 4

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

Page 5

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

Page 7

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

Page 8

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

Page 9

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

Page 10

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			
Clipper	MTC	\$34,200,000	
Unprogrammed Balance		\$15,283,000	
6. TRANSIT PRIORITIES		TOTAL:	\$151,361,781
7. PRIORITY CONSERVATION AREA (PCA)		TOTAL:	\$9,200,000
7. PRIORITY CONSERVATION AREA (PCA)		TOTAL:	\$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
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: [6e - 20-1480 - Reso 4431 - WestCAT Allocation.pdf](#)
[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.

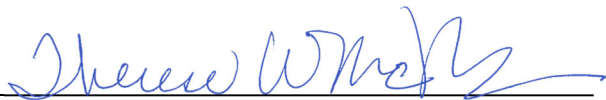
In June, the WestCAT Board adopted a budget for the first quarter of FY 2020-21 and requested approximately \$2 million in Transportation Development Act (TDA), STA, and Regional Measure (RM2) operating funds to support their partial-year budget. In September, WestCAT approved a budget for the entire 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

Legislation Details (With Text)

File #: 20-1519 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 10/12/2020 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 11/6/2020 **Final action:**

Title: Plan Bay Area 2050 Final Blueprint: Alternative to Strategy EN7 (Telecommuting)

Proposed action on MTC Resolution No. 4437, Revised, integrating a potential alternative to the Plan Bay Area 2050 telecommuting strategy (EN7).

Sponsors:

Indexes:

Code sections:

Attachments: [7a - 20-1519 - PBA50FinalBlueprint_StrategyEN7Alternative.pdf](#)
[7a - 20-1519 - Attach-A - Presentation.pdf](#)
[7a - 20-1519 - Attach-B - Alternative Strategy EN7 Description.pdf](#)
[7a - 20-1519 - Attach-C - MTC Reso 4447.pdf](#)

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

Subject:

Plan Bay Area 2050 Final Blueprint: Alternative to Strategy EN7 (Telecommuting)

Proposed action on MTC Resolution No. 4437, Revised, integrating a potential alternative to the Plan Bay Area 2050 telecommuting strategy (EN7).

Presenter:

Dave Vautin

Recommended Action:

Commission Approval

Attachments:

Metropolitan Transportation Commission and the Association of Bay Area Governments
Joint MTC Planning Committee with the ABAG Administrative Committee

November 20, 2020

Agenda Item 7a

Plan Bay Area 2050 Final Blueprint: Alternative to Strategy EN7 (Telecommuting)

Subject: Proposed action on MTC Resolution No. 4437, Revised, integrating a potential alternative to the Plan Bay Area 2050 telecommuting strategy (EN7).

Background: Under Senate Bill 375, the Plan Bay Area 2050 Final Blueprint must meet or exceed this 19 percent per-capita greenhouse gas (GHG) emission reduction target from cars and light-duty trucks for the region to continue to receive key transportation monies. In September 2020, the ABAG Executive Board and the Commission approved the Final Blueprint Strategies, Growth Geographies, and Regional Growth Forecast for Plan Bay Area 2050. One of these 35 strategies focused on requiring major office-based employers to significantly increase future levels of telecommuting, with an intent to reduce auto trips. Ultimately this could enable up to 25 percent of the regional workforce to telecommute on a typical day in 2035, reducing GHGs and congestion as a result.

Last month, the Joint MTC Planning Committee with the ABAG Administrative Committee was provided additional context on the strategy, including public engagement feedback specific to telecommuting, as well as requirements for any alternative to the telecommute strategy. Staff has explored a number of options that would meet these requirements – that is, having the **same scale of GHG reductions** as the telecommute strategy, **not duplicating other strategies** in the Final Blueprint, and **operating within the fiscal constraint** of the Plan.

After discussions with key stakeholders in October and November to better understand the concerns of the business community with the original strategy, one alternative emerged as the viable path forward – changing the strategy to **“Expand Commute Trip Reduction Programs at Major Employers”** as listed in **Attachment B**. By expanding the scope beyond telecommuting to recognize the importance of other alternative modes like transit, walking, and bicycling, the revised strategy would provide greater flexibility for business while achieving the same greenhouse gas emission reductions. Furthermore, the revised strategy reduces impacts on small businesses by raising the threshold to employers with 50 or more employees, consistent with the existing Commuter Benefits Program. To accommodate these changes, the strategy scope was expanded to all major employers, given the reduced focus on telecommuting.

Issues: None

Recommendation: Refer MTC Resolution No. 4437, Revised to the Commission for approval, which updates Strategy EN7 in the Plan Bay Area 2050 Final Blueprint analysis currently underway.

Attachments: Attachment A: Presentation
Attachment B: Alternative Strategy EN7 Description
Attachment C: MTC Resolution No. 4437, Revised


Therese W. McMillan

Image Source:
Flickr, Creative Commons

PLAN BAY AREA 2050

	A	B	C	D	E	F	G	H	I	J	K	L
	No.	Marketing Budget	Categories	Unit	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16
1	10460	Benefits	1-Personal	0	12,034	13,565	10,674	13,095	16,392	12,357	20,775	24,766
2	35246	Payroll taxes	1-Personal	0	345	347	154	1,953	374	534	-	-
3	76745	Salaries	1-Personal	0	521	434	178	519	1,850	543	764	133
4	78023	Commissions and bonuses	1-Personal	0	0	2,300	189	90	23	456	248	346
5	23674	Personnel Total	1-Personal	1	12,900	16,646	11,195	15,667	18,639	13,890	25,326	25,599
6	14678	Web Research	2-Marketing	2	6,000	2,300	5,000	1,500	1,200	1,266	1,500	4,600
7	10567	Independent Research	2-Marketing	1	2,000	5,420	3,000	2,100	900	580	4,252	3,674
8	96643	Firm Research Fees	2-Marketing	0	8,200	4,900	2,000	8,000	-	4,500	6,800	7,550
9	17695	Market Research Total	2-Marketing	3	16,200	12,620	10,000	14,600	10,100	5,312	10,252	15,074
10	94015	Promotions	3-Commu	2	1,239	190	1,245	432	134	357	2,466	-
11	75321	Branding	3-Commu	1	522	431	573	323	612	453	355	-
12	95235	Web Advertising	3-Commu	1	10,432	-	10,430	14,093	12,890	13,555	24,890	45,780
13	32564	Direct Marketing	3-Commu	0	-	532	156	1,090	234	425	236	3,688
14	68508	Newspaper Advertising	3-Commu	0	-	1,243	12	567	34	346	865	3,467
15	06342	Communication Total	3-Commu	4	12,662	19,330	12,416	16,505	13,904	15,136	28,812	56,965
16	89053	Travel	4-Other	0	19,300	15,333	15,000	15,890	12,009	1,367	247	478
17	07421	Phone	4-Other	0	200	150	155	200	120	145	207	109
18	93012	Computer/Office Equipment	4-Other	2	400	500	100	200	500	100	500	770
19	24601	Postage	4-Other	0	683	153	356	235	746	462	678	346
20	35151	Other Total	4-Other	2	20,583	16,136	15,611	16,525	13,375	2,074	1,632	1,703
21	10460	Benefits	1-Personal	0	12,034	13,565	10,674	13,095	16,392	12,357	20,775	24,766
22	35246	Payroll taxes	1-Personal	0	345	347	154	1,953	374	534	-	-
23	76745	Salaries	1-Personal	1	521	434	178	519	1,850	543	764	133
24	78023	Commissions and bonuses	1-Personal	0	0	2,300	189	90	23	456	248	346

Final Blueprint: Alternative to Strategy EN7 (Telecommuting)

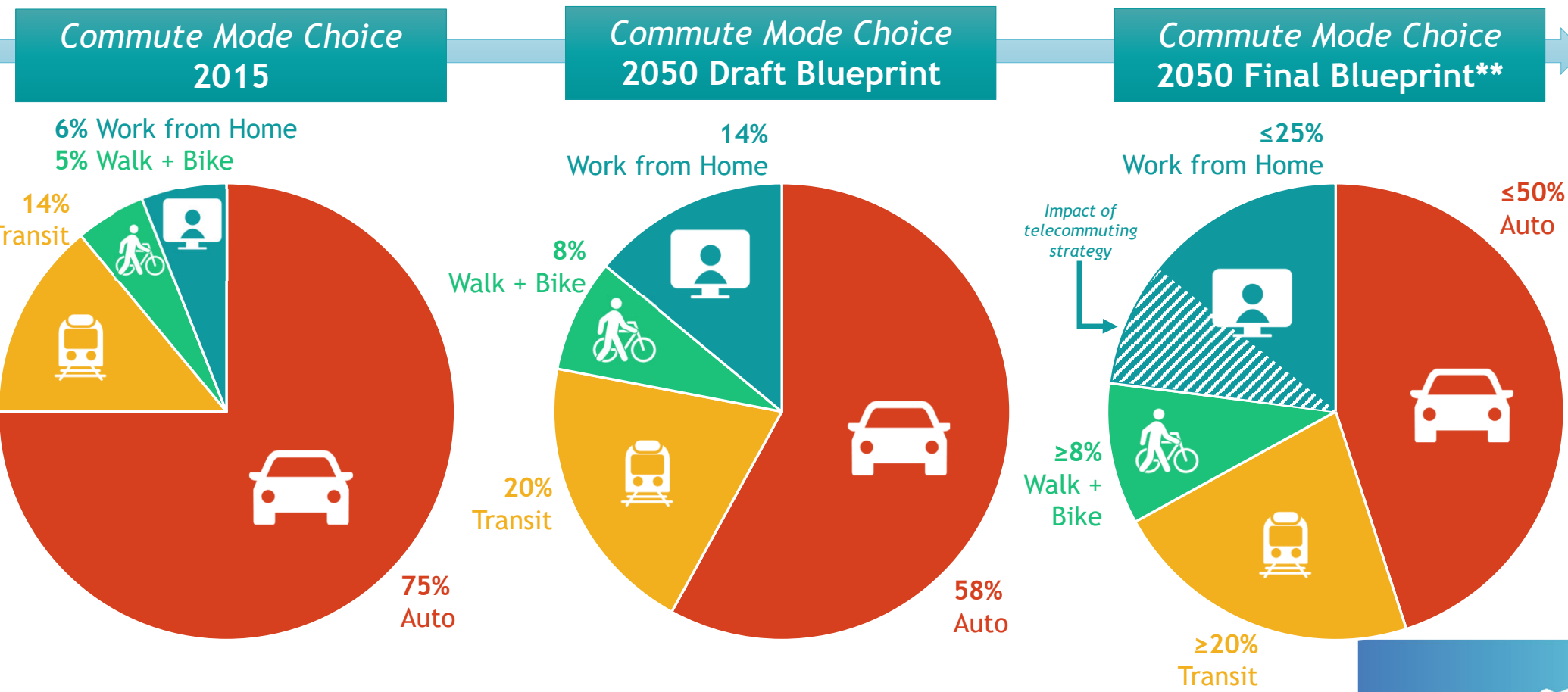
Dave Vautin, MTC/ABAG

November 20, 2020

Recap: Key Themes from Discussions in Past Month

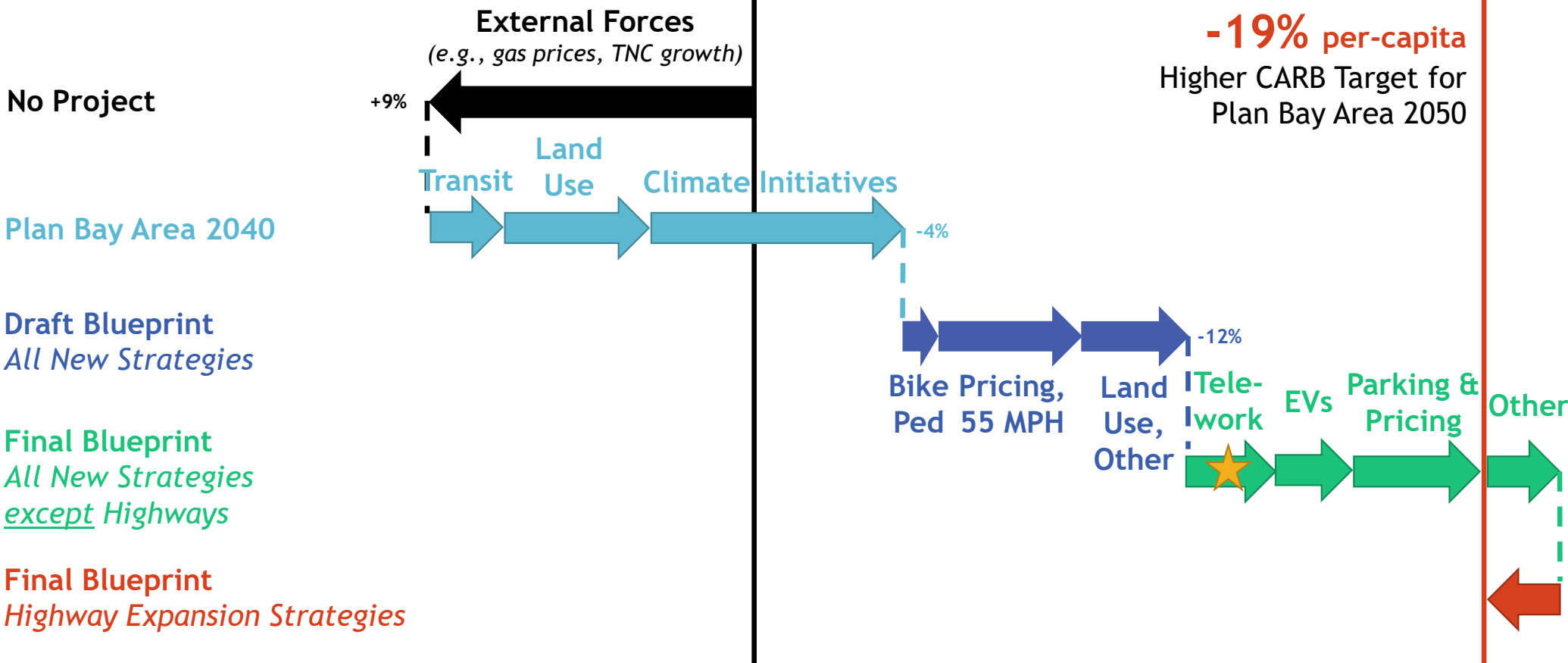
- **While we recognize that there is strong public support for telecommuting strategies in Plan Bay Area 2050, there are also significant concerns from businesses, elected officials, and transit agencies about economic impacts.**
- **Most of the alternative approaches suggested to staff were already in the Final Blueprint.** Focusing housing near transit, building new rail lines, investing in transit service increases, incentivizing carpooling, pricing freeways, and more - all of these ideas are already in the Final Blueprint.
- **All of the funding in the Final Blueprint is already committed to transportation projects.** Only strategies that generate new revenues, or rely on shifting revenue away from proposed projects, can be accommodated due to “fiscal constraint”.
- **Bottom line:** there are no easy alternatives to the telecommute strategy.

Recap: Intent of Telecommuting Strategy (EN7)



** Envisioned modal shift; analysis now underway to understand combined effect of 35 approved strategies. 3







-19% GHG Target: Bold Strategies Required



Note: this is a sketch-level breakdown based on limited data/information. Modeling is now underway; CARB has final approval and could require even more conservative assumptions. This graphic integrates CARB's October 2020 approval of a more consistent auto operating cost.

-19% GHG Target: Costs of Traditional Approaches

On average, traditional transportation investments **require many billions of dollars of investment** to achieve marginal reductions in greenhouse gas emissions, despite meaningful mobility & safety benefits.

Infrastructure-Oriented Transportation Strategies	Strategy Costs & Approximate GHG Effect	
 <p>Build a Complete Streets Network</p>	<p>\$13 billion</p>	
 <p>Enable a Seamless Mobility Experience Reform Regional Transit Fare Policy Enhance Local Transit Frequency, Capacity & Reliability Expand and Modernize the Regional Rail Network</p>	<p>\$126 billion</p>	
 <p>Improve Interchanges and Address Regional Bottlenecks Build an Integrated Regional Express Lane/Bus Network</p>	<p>\$20 billion</p>	

*Strategy costs are in year-of-expenditure dollars over the Plan lifespan.
Per-capita GHG reductions are between year 2005 and 2035; estimates are sketch-level and will be refined in ongoing modeling work.*

-19% GHG Target: What If We Don't Hit the Target?

The San Francisco Bay Area would be the first major metropolitan area in California to fail to meet its climate targets set under Senate Bill (SB) 375.

- In addition to moving forward with the non-compliant plan, MTC/ABAG would need to develop a fiscally- and politically-unconstrained **Alternative Planning Strategy (APS)** document this winter in submit to the State in concert with Plan Bay Area 2050.

Transportation agencies throughout the Bay Area would immediately lose eligibility for at least \$100 million in annual state funding starting in early 2022; this also diminishes our competitive position.

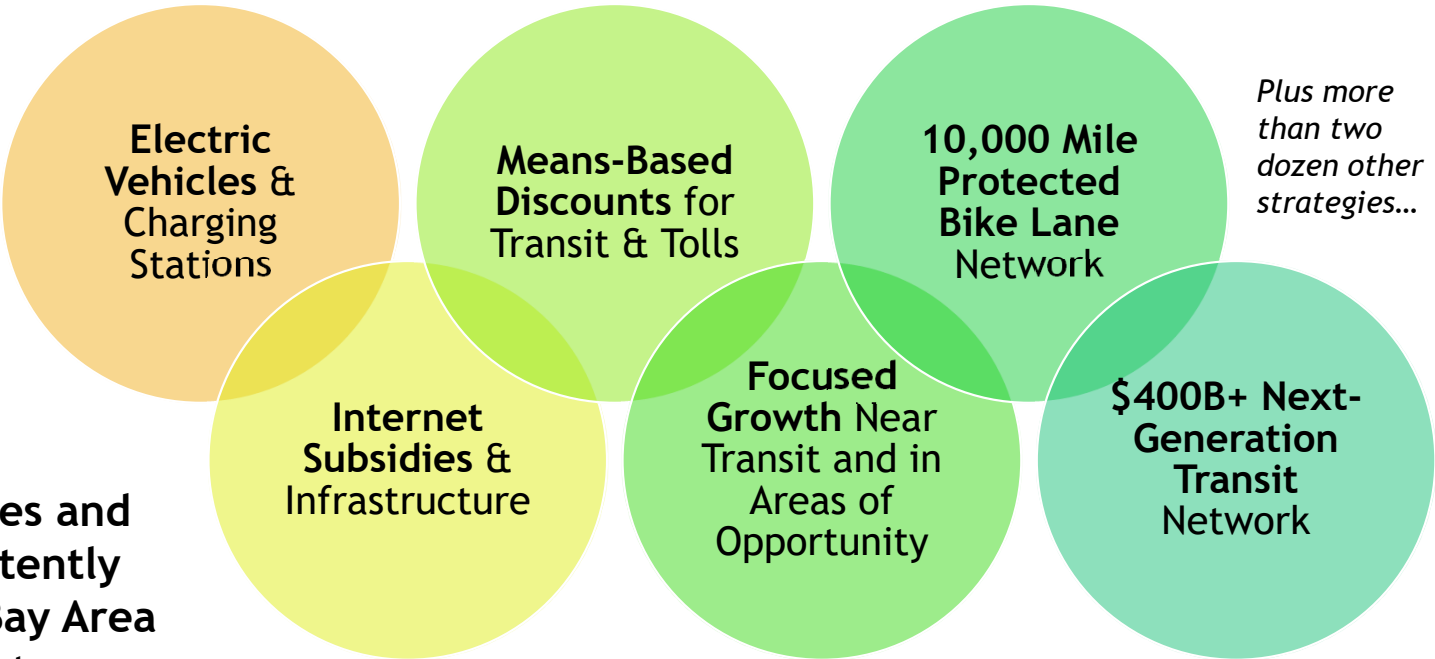
- **Senate Bill 1 Solutions for Congested Corridors Program** - ineligible under State law
- **Senate Bill 1 Trade Corridor Enhancement Program** - ineligible under CTC policy

This would likely accelerate efforts, already underway, to reform SB 375, but it may also have adverse unforeseen impacts for the Bay Area.

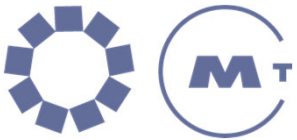


















Key Complementary Strategies

It's essential to remember that the telecommuting strategy - as well as the alternative presented today - does not live in a vacuum. It must be pursued in concert with the other 34 strategies approved in the Final Blueprint to achieve the Plan Bay Area 2050 Vision.

Furthermore, equity strategies and mitigations have been consistently integrated throughout Plan Bay Area 2050. The telecommuting strategy, or any alternative, must also make progress on this critical goal.



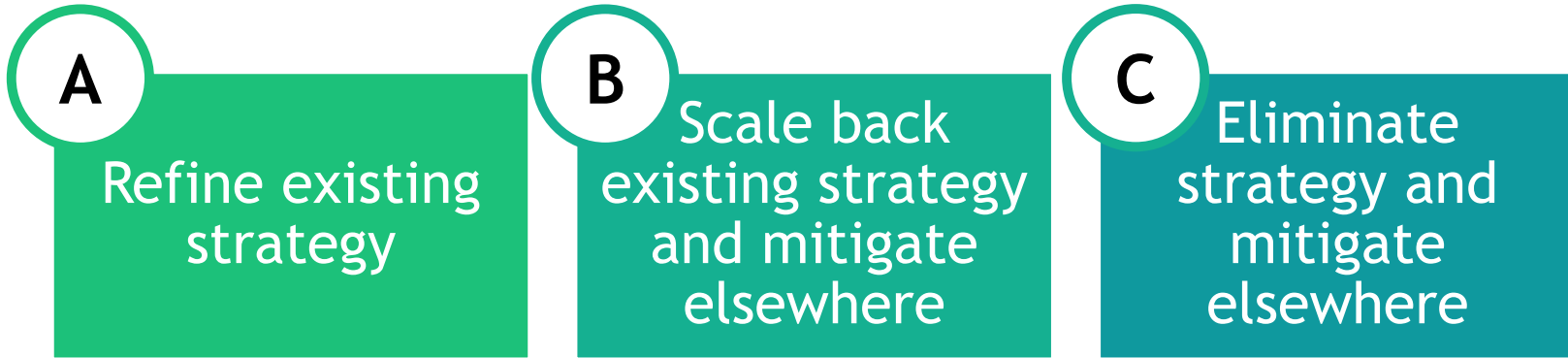
We Are Not Alone: Actions by Other Regions

<p>Key Climate Strategies Beyond Land Use & Transportation Investments</p>	 <p>Plan Bay Area 2050 (Final Blueprint)</p>	 <p>SACOG 2020 Plan (Adopted)</p>	 <p>2020 Plan (Adopted)</p>	 <p>San Diego Forward (2021 Draft)</p>
 <p>Roadway Pricing Strategies</p>	 <p>All-lane tolling + cordon pricing (<i>SF</i>)</p>	 <p>Regional VMT fee</p>	 <p>Regional VMT fee + cordon pricing (<i>LA</i>)</p>	 <p>Tolling of select general-purpose lanes</p>
 <p>Parking Pricing Strategies</p>	 <p>Expanded pricing in growth geographies</p>	 	 <p>Expanded pricing in job centers</p>	 <p>Expanded pricing in mobility hubs</p>
 <p>Telework Strategies</p>	 	 <p><i>Adopted pre-COVID</i></p>	 <p><i>Assumes exponential growth</i></p>	

Alternative Approaches: Framing the Discussion

As part of MTC Resolution No. 4437, the Commission requested that staff look at **alternatives for the telecommuting strategy that would generate the same GHG emissions reductions.**

Three types of alternatives:



To be effective, alternatives must meet the following requirements:

- At Scale** • A modified or alternative strategy cannot have marginal impacts on GHG reduction.
- No Duplication** • A modified or alternative strategy cannot “double count” estimated GHG reductions. *(must ensure CARB approval)*
- Within Fiscal Constraint** • Transportation strategies must fit within federally-required “fiscal constraint” - all monies are currently allocated to specific investments.

Alternative Approaches: Path Forward

As part of MTC Resolution No. 4437, the Commission requested that staff look at **alternatives for the telecommuting strategy that would generate the same GHG emissions reductions.**

Three types of alternatives:



Other than a No Change approach, the most viable alternative is in Category A.

Expand Commute Trip Reduction Programs at Major Employers

Examples of Other Alternatives to Achieve GHG Goals:

- C1. Double Per-Mile Toll Assumptions and Further Increase On- and Off-Street Parking Rate Assumptions*
- C2. Shift from Time-of-Day Per-Mile Tolling to Dynamic Tolling on Congested Freeways*

Refine Existing Telecommute Strategy

A

Revised Strategy EN7: Expand Commute Trip Reduction Programs at Major Employers

Objective

Reduce greenhouse gas emissions and traffic congestion by partnering with major employers to *shift auto commuters to telecommuting, transit, walking, and bicycling.*

Description

Set a sustainable commute target for all major employers as part of an expanded Bay Area Commuter Benefits Program. Employers would then be responsible for expanding their commute trip reduction programs, identifying and funding sufficient incentives and/or disincentives to achieve or exceed the target. By the year 2035, no more than 40 percent of each employer's workforce would be eligible to commute by auto on an average workday. To minimize impacts on small businesses, businesses with fewer than 50 employees would be exempt from this policy; furthermore, recognizing the difficulty in serving rural jobs by transit and non-motorized modes, agricultural employers would also be exempt from this policy.

Options for Employers

Each employer would have the flexibility to choose the right set of incentives and disincentives for their employees to meet or exceed the target:

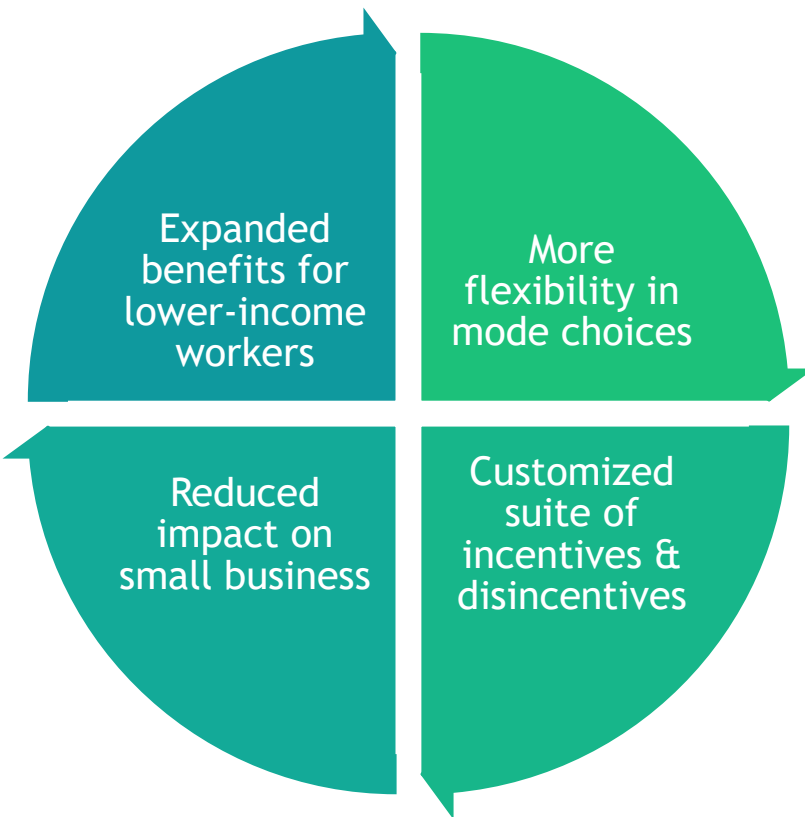
Examples of employer-funded incentives include free or subsidized transit passes, bike & e-bike subsidies and giveaways, free bikeshare memberships, free commuter shuttles for employees, provision of on-site employee housing on current parking lots or other available land, rent or mortgage subsidies for employees residing in walkable transit-rich communities, and direct cash subsidies for walking, biking, or telecommuting. Employer-managed disincentives could include reduction or elimination of parking lots or garages, higher on-site or off-site parking fees, compressed work schedules, and elimination of Dedicated workspaces in lieu of shared space. Note that this strategy works in conjunction with other complementary strategies in Plan Bay Area 2050, including the strategies in which Plan Bay Area 2050 assumes Substantial funding that will, prior to 2035, make sustainable trips and this strategy much more attainable.

Refine Existing Telecommute Strategy

A

Revised Strategy EN7: Expand Commute Trip Reduction Programs at Major Employers

The Revised Strategy EN7 addresses key concerns by business stakeholders...



...while ensuring that the alternative meets the requirements laid out in October 2020.

At Scale?



The proposed alternative would yield similar emissions reductions to the original Strategy EN7, while expanding the portfolio of commute choices beyond telecommuting.

No Duplication?



Benefits from the proposed alternative would complement, not duplicate, existing Final Blueprint strategies for transit, housing, and more.

Within Fiscal Constraint?



Businesses remain responsible for identifying and funding incentives and disincentives to auto commuting for their workforce.

PLAN BAY AREA 2050

Next Steps

- **Today:** Seeking Action on Revised Strategy EN7 via MTC Resolution No. 4337, Revised
- **December:** Public Release of Final Blueprint Analysis
- **January:** MTC/ABAG Action on Final Blueprint as Preferred EIR Alternative + ABAG Action on Draft RHNA Methodology (*integrating Final Blueprint forecasts*)

Environment: Reduce Climate Emissions

Strategy EN7: Expand Commute Trip Reduction Programs at Major Employers

Strategy Cost	<i>not applicable</i>
Strategy Objective	Reduce greenhouse gas emissions and traffic congestion by partnering with major employers to shift auto commuters to telecommuting, transit, walking, and bicycling.
Strategy Description	<p>Set a sustainable commute target for all major employers as part of an expanded Bay Area Commuter Benefits Program. Employers would then be responsible for expanding their commute trip reduction programs, identifying and funding sufficient incentives and/or disincentives to achieve or exceed the target. By the year 2035, no more than 40 percent of each employer’s workforce would be eligible to commute by auto on an average workday. To minimize impacts on small businesses, businesses with fewer than 50 employees would be exempt from this policy; furthermore, recognizing the difficulty in serving rural jobs by transit and non-motorized modes, agricultural employers would also be exempt from this policy.</p> <p>While each employer would have the flexibility to choose the right set of incentives and disincentives for their employees to meet or exceed the target, examples of employer-funded incentives include free or subsidized transit passes, bike & e-bike subsidies and giveaways, free bikeshare memberships, free commuter shuttles for employees, provision of on-site employee housing on current parking lots or other available land, rent or mortgage subsidies for employees residing in walkable transit-rich communities, and direct cash subsidies for walking, biking, or telecommuting. Employer-managed disincentives could include reduction or elimination of parking lots or garages, higher on-site or off-site parking fees, compressed work schedules, and elimination of dedicated workspaces in lieu of shared space.</p> <p>This strategy works in conjunction with other complementary strategies in Plan Bay Area 2050, including the strategies in which Plan Bay Area 2050 assumes substantial funding that will, prior to 2035, make sustainable trips and this strategy much more attainable.</p>

Date: September 23, 2020
W.I.: 1121
Referred by: Planning
Revised: 11/20/20-C

ABSTRACT

Resolution No. 4437, Revised

This resolution approves the Final Blueprint Strategies, the Final Blueprint Growth Geographies, and the Regional Growth Forecast for Plan Bay Area 2050.

This resolution was revised on November 20, 2020 to update Strategy EN7 to include a broader suite of commute trip reduction programs.

Further discussion of this subject is contained in the Planning Committee Summary Sheet dated September 11, 2020, and the Commission Summary Sheet dated November 20, 2020.

Date: September 23, 2020
W.I.: 1121
Referred by: Planning
Revised: 11/20/20-C

Re: Approval of the Final Blueprint Strategies, Final Blueprint Growth Geographies, and Regional Growth Forecast for Plan Bay Area 2050

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4437, REVISED

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

WHEREAS, the Association of Bay Area Governments (ABAG), a joint exercise of powers entity created pursuant to California Government Code Sections 6500 et seq., is the Council of Governments and the regional land use planning agency for the San Francisco Bay Area; and

WHEREAS, California Government Code § 65080 et seq. requires MTC to prepare and update a long-range Regional Transportation Plan (RTP), including a Sustainable Communities Strategy (SCS) prepared in conjunction with the ABAG, every four years; and

WHEREAS, Plan Bay Area 2050 (“Plan”) will serve as the region’s next-generation plan, ultimately serving as the Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area; and

WHEREAS, MTC and ABAG jointly adopted the first Plan Bay Area in 2013 (Plan Bay Area 2013) (MTC Resolution No. 4111 and ABAG Resolution No. 06-13), and the second Plan Bay Area in 2017 (Plan Bay Area 2040) (MTC Resolution No. 4300 and ABAG Resolution No. 10-17); and

WHEREAS, MTC and ABAG jointly adopted the Vision for Plan Bay Area 2050 in September 2019, emphasizing that resilient and equitable strategies should be prioritized to ensure by the year 2050 the Bay Area is affordable, connected, diverse, healthy, and vibrant for all (MTC Resolution No. 4393 and ABAG Resolution No. 09-19); and

WHEREAS, ABAG approved the Regional Growth Forecast Methodology in September 2019, which guided the development of the Plan Bay Area 2050 Regional Growth Forecast; and

WHEREAS, the Regional Growth Forecast was shared in draft form in spring 2020 and subsequently updated to reflect significant economic impacts from the coronavirus pandemic and the 2020 recession over the first ten years of the planning horizon; and

WHEREAS, MTC and ABAG approved the analysis of the 25 Strategies for the Plan Bay Area 2050 Draft Blueprint in February 2020 as well as the corresponding Growth Geographies (MTC Resolution No. 4410 and ABAG Resolution No. 03-2020); and

WHEREAS, MTC and ABAG released the Draft Blueprint Findings in early July 2020 showcasing successes and shortcomings through dozens of virtual events for public and stakeholder feedback; and

WHEREAS, MTC and ABAG received more than 3,400 comments and engaged more than 7,600 participants in the public engagement process on the Draft Blueprint during July and August 2020 that informed the revised recommendations for the Final Blueprint phase; and

WHEREAS, the revised Strategies and Growth Geographies integrate feedback to better address the five challenges identified in the Draft Blueprint phase, including the goal of meeting or exceeding the state-mandated greenhouse gas reduction target, in alignment with the adopted Vision for Plan Bay Area 2050; and

WHEREAS, the Commission directed that staff explore alternatives to Strategy EN7 in fall 2020; and

WHEREAS, the revised Strategy EN7 enables similar climate emission reductions while providing employers greater flexibility in terms of incentives and disincentives to achieve modal shift; now, therefore, be it

RESOLVED, that MTC hereby certifies that the foregoing recitals are true and correct and incorporated by this reference; and be it further

RESOLVED, that MTC, as a decision-making body, hereby adopts the amended Strategies, Growth Geographies, and Regional Growth Forecast as listed in the MTC Planning Committee item dated September 11th, 2020 as amended in the Commission items dated September 23, 2020 and November 20, 2020, and authorizes staff to analyze associated outcomes in the Plan Bay Area 2050 Final Blueprint.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution, revising and superseding the resolution approved on September 23, 2020, was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and remotely on November 20, 2020.