



Metropolitan Transportation Commission

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

Meeting Agenda

Metropolitan Transportation Commission

Scott Haggerty, Chair Alfredo Pedroza, Vice Chair

Wednesday, January 27, 2021

9:50 AM

Board Room - 1st Floor (REMOTE)

The Metropolitan Transportation Commission is scheduled to meet on Wednesday, January 27, 2021 at 9:50 a.m., in the Bay Area Metro Center (Remotely), or immediately following the 9:45 a.m. BAIFA 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/82036521433>

iPhone One-tap US: +16699006833,,82036521433# or +14086380968,,82036521433#

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

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

+1 253 215 8782 or +1 646 876 9923 or +1 301 715 8592 or

+1 312 626 6799 or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 820 3652 1433

International numbers available: <https://bayareametro.zoom.us/j/kewL2Rte6V>

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. [21-0220](#) MTC Resolution No. 4455 - Resolution of Appreciation for Commissioner Warren Slocum on the occasion of his departure from MTC.

Action: Commission Approval

- 2b. [21-0205](#) MTC Resolution No. 4452 - Resolution of Appreciation for Commissioner Jimmy Stracner on the occasion of his departure from MTC.

Action: Commission Approval

- 2c. [21-0168](#) Committee Assignments for New Commissioner

Action: Commission Approval

3. Ad-Hoc Nominating Committee Report (Spering)

- 3a. [21-0131](#) Recommendation for new Chair and Vice Chair

Action: Information

4. Policy Advisory Council Report (Randi Kinman)

5. Executive Director's Report (McMillan)

6. Commissioner Comments

7. Consent Calendar:

- 7a. [21-0129](#) Minutes of the December 16, 2020 meeting

Action: Commission Approval

Attachments: [7a - 21-0129 - Dec 16 Draft Commission Minutes.pdf](#)

- 7b. [21-0230](#) Monthly Report of Transit Operator Statistics

Action: Information

Programming and Allocations Committee

- 7c. [21-0053](#) MTC Resolution No. 3682, Revised. Regional Measure 2 (RM2) Project 18: Rescission and reallocation of \$1.2 million in RM2 funds to MTC for the Next Generation Clipper Project.
- Action: Commission Approval
- Attachments: [7c - 21-0053 - Reso-3682 Next Generation Clipper Mobile.pdf](#)
-
- 7d. [21-0023](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-48.
- Action: Commission Approval
- Attachments: [7d - 21-0023 - Reso-4375 TIP Amendment 2019-48.pdf](#)
-
- 7e. [21-0052](#) MTC Resolution Nos. 4430, Revised and 4431, Revised. Allocation of \$2.2 million in FY 2020-21 Transportation Development Act (TDA) funds and State Transit Assistance (STA) funds to Petaluma and SMART to support transit operations.
- Action: Commission Approval
- Attachments: [7e - 21-0052 - Resos 4430-4431 Allocation to SMART and Petaluma.pdf](#)
-
- 7f. [21-0051](#) MTC Resolution No. 4433. FY 2020-21 Adopt the Transportation Development Act (TDA) Productivity Improvement Program (PIP).
- Action: Commission Approval
- Attachments: [7f - 21-0051 - Reso-4433 FY2020-21 TDA PIP.pdf](#)
-
- 7g. [21-0033](#) STIP Amendment Request for Contra Costa County. Concurrence with STIP Amendment Request to reprogram \$9.2 million from I-80 San Pablo Dam Road interchange to the Bollinger Canyon Rd - Iron Horse Trail (IHT) Pedestrian and Bicycle Overcrossing project in Contra Costa County.
- Action: Committee Approval
- Attachments: [7g - 21-0033 - STIP CCTA Amendment.pdf](#)

Committee Reports

8. Administration Committee (Glover)

- 8a. [21-0108](#) MTC Resolution No. 4422, Revised - MTC FY 2020-21 Agency Operating Budget Amendment

Staff recommends approval of MTC Resolution No. 4422, Revised, Amendment 2, increasing the MTC FY 2020-21 Agency Operating Budget by \$200,000. The increased cost will be covered by an increase in the transfer from the undesignated operating reserve which had an estimated balance of \$32 million at the start of FY 2020-21.

Action: Commission Approval

Attachments: [8a - 21-0108 - Reso-4422 FY2020-21 MTC Operating and Capital Budgets Ame](#)

9. Programming and Allocations Committee (Josefowitz)

- 9a. [21-0207](#) MTC Resolution No. 4453 - Programming of Coronavirus Response and Relief Supplementary Appropriations Act of 2021

Proposed programming of approximately \$180 million of Coronavirus Response and Relief Appropriations Act of 2021(CRRSAA) funding to Bay Area transit operators that received insufficient shares of CARES Act funding due to inaccurate revenue loss forecasts.

Action: Commission Approval

Attachments: [9a - 21-0207 - 1-Reso-4453 Covid Relief Programming SummarySheet.pdf](#)

[9a - 21-0207 - 2-tmp-4453.pdf](#)

[9a - 21-0207 - 3-tmp-4453 Attachment-A.pdf](#)

- 9b. [20-1631](#) MTC Resolution No. 4444. Transit Capital Priorities Policy for Funding Starting FY2020-21.

This item proposes to establish the Transit Capital Priorities (TCP) Process and Criteria for funding starting with FY2020-21. The TCP policy governs the programming of Federal Transit Administration formula funds, bridge tolls and other regional revenues designated for Core Capacity Challenge Grant Program projects (MTC Resolution No. 4123), and STP/CMAQ funds designated for Transit Priorities through the One Bay Area Grant program for transit capital replacement and rehabilitation, maintenance and operations.

Action: Commission Approval

Attachments: [9b - 20-1631 - Reso-4444 TCP Policy.pdf](#)

- 9c. [20-1603](#) MTC Resolution Nos. 3925, Revised and 4202, Revised. Safe and Seamless Mobility Quick-Strike Program.
- Adopt the policy framework for a Safe and Seamless Mobility Quick-Strike program to be funded through capacity created by the Federal Highway Infrastructure Program.
- Action:** Commission Approval
- Attachments:** [9c - 20-1603 1-Safe & Seamless Update to Commission.pdf](#)
[9c - 20-1603 2-Attachment 1 Appendix A-11.pdf](#)
[9c - 20-1603 3-Resos 3925-4202 Seamless Mobility.pdf](#)

10. Planning Committee (Spering)

- 10a. [20-1685](#) MTC Resolution No. 4451: Plan Bay Area 2050 Final Blueprint: Approval as Preferred Environmental Impact Report (EIR) Alternative
- Presentation on the Plan Bay Area 2050 Final Blueprint Outcomes, including performance & equity outcomes, and recommendation to advance the Final Blueprint as the Preferred Alternative in the EIR process.
- Action:** Commission Approval
- Attachments:** [10a - 20-1685 1-PBA50 FinalBlueprint PreferredEIRAlt Summary Sheet and PP](#)
[10a - 20-1685 2-PBA50 FinalBlueprint PreferredEIRAlt Attachments B-G.pdf](#)
[10a - 20-1685 3-PBA50 FinalBlueprint PreferredEIRAlt MTC Res. No 4451 and](#)
[10a - 20-1685 4-Late Handout-1-RHNA-final letter.pdf](#)

11. Public Comment / Other Business

12. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, February 24, 2021 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).

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 #: 21-0220 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 1/13/2021 **In control:** Metropolitan Transportation Commission

On agenda: 1/27/2021 **Final action:**

Title: MTC Resolution No. 4455 - Resolution of Appreciation for Commissioner Warren Slocum on the occasion of his departure from MTC.

Sponsors:

Indexes:

Code sections:

Attachments:

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

Subject:
MTC Resolution No. 4455 - Resolution of Appreciation for Commissioner Warren Slocum 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 #: 21-0205 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 1/11/2021 **In control:** Metropolitan Transportation Commission

On agenda: 1/27/2021 **Final action:**

Title: MTC Resolution No. 4452 - Resolution of Appreciation for Commissioner Jimmy Stracner on the occasion of his departure from MTC.

Sponsors:

Indexes:

Code sections:

Attachments:

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

Subject:
MTC Resolution No. 4452 - Resolution of Appreciation for Commissioner Jimmy Stracner 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 #: 21-0168 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 1/6/2021 **In control:** Metropolitan Transportation Commission
On agenda: 1/27/2021 **Final action:**
Title: Committee Assignments for New Commissioner
Sponsors:
Indexes:
Code sections:
Attachments:

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

Subject:
Committee Assignments for New Commissioner

Recommended Action:
Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0131 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 12/21/2020 **In control:** Metropolitan Transportation Commission
On agenda: 1/27/2021 **Final action:**
Title: Recommendation for new Chair and Vice Chair
Sponsors:
Indexes:
Code sections:
Attachments:

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

Subject:
Recommendation for new Chair and Vice Chair

Recommended Action:
Information



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0129 **Version:** 1 **Name:**
Type: Minutes **Status:** Commission Approval
File created: 12/18/2020 **In control:** Metropolitan Transportation Commission
On agenda: 1/27/2021 **Final action:**
Title: Minutes of the December 16, 2020 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [7a - 21-0129 - Dec 16 Draft Commission Minutes.pdf](#)

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

Subject:
Minutes of the December 16, 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, December 16, 2020

9:45 AM

Board Room - 1st Floor (REMOTE)

Call Remote Meeting to Order

1. Roll Call / Confirm Quorum

- Present:** 15 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Abe Koga, Commissioner Ahn, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Ronen, Commissioner Rabbitt, Commissioner Spering, and Commissioner Worth
- Absent:** 3 - Commissioner Chavez, Commissioner Schaaf, and Commissioner Slocum

Non-Voting Commissioners Present: Commissioner Giacomini and Commissioner Stracner

Non-Voting Commissioner Absent: Commissioner El-Tawansy

2. Chair's Report (Haggerty)

2a. [21-0018](#) Committee Assignments for New Commissioners

Action: Commission Approval

Upon the motion by Commissioner Liccardo and the second by Commission Vice Chair Pedroza, the Commission unanimously approved the new Committee assignments. The motion carried by the following vote:

- Aye:** 15 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Abe Koga, Commissioner Ahn, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Ronen, Commissioner Rabbitt, Commissioner Spering and Commissioner Worth
- Absent:** 3 - Commissioner Chavez, Commissioner Schaaf and Commissioner Slocum

2b. [21-0019](#) Appointment of an Ad-hoc Nominating Committee

Action: Commission Approval

Upon the motion by Commissioner Dutra-Vernaci and the second by Commissioner Mackenzie, the Commission unanimously appointed Commissioner Spering, Commissioner Worth, and Commissioner Papan with Commissioner Spering to serve as Chair. The motion carried by the following vote:

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

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

2c. [21-0017](#) Report from Executive Committee Meeting: Request for Approval of Executive Director's salary increase.

Action: Commission Approval

The following members of the public were called to speak: Blaire Beekman and Roland Lebrun.

Upon the motion by Commission Vice Chair Pedroza and the second by Commissioner Worth, the Commission unanimously approved the Executive Committee's recommendation for the Executive Director's salary increase of 1.1% in accordance with the current CPI. The motion carried by the following vote:

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

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

2d. [21-0004](#) MTC Resolution No. 4445 - Resolution of Appreciation for Adrienne Weil on the occasion of her retirement from MTC.

Action: Commission Approval

David Pilpel was called to speak.

Upon the motion by Commissioner Spering and the second by Commissioner Mackenzie, the Commission unanimously adopted MTC Resolution No. 4445. The motion carried by the following vote:

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

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

3. Policy Advisory Council Report (Randi Kinman)

Randi Kinman gave her report.

Blaire Beekman was called to speak.

4. Executive Director's Report (McMillan)

Therese McMillan gave her report.

Roland Lebrun was called to speak.

[21-0117](#) Executive Director's Report

5. Commissioner Comments

Commissioner Josefowitz left during agenda item 5.

6. Consent Calendar:

Blaire Beekman was called to speak.

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

Aye: 14 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Abe Koga, Commissioner Ahn, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Ronen, Commissioner Rabbitt, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Chavez, Commissioner Josefowitz, Commissioner Schaaf and Commissioner Slocum

6a. [20-1691](#) Minutes of the November 20, 2020 meeting

Action: Commission Approval

6b. [20-1692](#) Monthly Report of Transit Operator Statistics

Action: Information

Administration Committee

6c. [20-1470](#) MTC Resolution No. 4173, Revised - Reauthorization of MTC Investment Policy

Action: Commission Approval

Presenter: Brian Mayhew

- 6d. [20-1450](#) MTC Resolution No. 4265, Revised - MTC Debt Policy Issuance and Management
Action: Commission Approval
Presenter: Brian Mayhew
- 6e. [20-1239](#) MTC Resolution No. 4436 - Establishment of an Internal Revenue Code (IRC) Section 115 Post-Employment Benefits Trust with Public Agency Retirement Services (PARS); and Authorization of Related Contract(s) with PARS
Action: Commission Approval
Presenter: Brian Mayhew

Programming and Allocations Committee

- 6f. [20-1606](#) MTC Resolution, 4108, Revised. Revisions to the Transportation Development Act (TDA) Article 3 Policies and Procedures to add quick builds and separated bikeways as eligible projects and make other minor changes.
Action: Commission Approval
Presenter: Cheryl Chi
- 6g. [20-0750](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-47.
Action: Commission Approval
Presenter: Adam Crenshaw
- 6h. [20-1481](#) MTC Resolution Nos. Revised, 4430, Revised and 4431, Revised. Allocation of \$5.7 million in FY2020-21 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to Santa Rosa to support transit operations.
Action: Commission Approval
Presenter: Cheryl Chi
- 6i. [20-1607](#) MTC Resolution, 4440. Allocation of \$43 million of State Transit Assistance-State of Good Repair (STA-SGR) funds to MTC and operators for projects approved by the State Department of Transportation (Caltrans).
Action: Commission Approval
Presenter: Cheryl Chi

- 6j. [20-1629](#) MTC Resolution No. 4272, Revised. FY2016-17 through FY2019-20 Transit Capital Priorities program revisions.
 Action: Commission Approval
 Presenter: Craig Bosman
- 6k. [20-1633](#) MTC Resolution No. 4273, Revised. Transit Performance Initiative - Investment Program: Semi-Annual Report, Scope Modifications for SFMTA Round 1 Award, and Reprogramming of VTA FY2018 Award.
 Action: Commission Approval
 Presenter: Anne Spevack
- 6l. [20-1688](#) MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of No Prejudice. Recommendation of RM3 Letter of No Prejudice to the Transportation Authority of Marin for the US-101 Marin-Sonoma Narrows project.
 Action: Kenneth Kao
 Presenter: Commission Approval

Joint MTC ABAG Legislation Committee

- 6m. [21-0020](#) MTC Resolution No. 3931, Revised - Policy Advisory Council Term Extension
 Action: MTC Commission Approval
 Presenter: Marti Paschal

Committee Reports**7. Programming and Allocations Committee (Chair Josefowitz)**

- 7a. [20-1630](#) MTC Resolution No. 3738, Revised. Revisions to Attachment B of the BART Car Replacement Funding Exchange and Reserve Account, authorizing a disbursement of up to \$161 million and revising a condition on the previous authorization.

A request for authorization to disburse up to \$161 million from the Exchange Account to BART for their railcar procurement project, consistent with the policies of the BART Car Replacement Funding Exchange and Reserve Account agreement and MTC Resolution No. 4302, Exchange Account Supplemental, which committed up to \$179 million for railcar procurements associated with BART's Transbay Corridor Core Capacity Program, and to revise the condition related to FTA financing on the previous authorization of withdrawal of up to \$220 million for replacement cars.

Action: Commission Approval

Presenter: Craig Bosman

Commissioner Ahn left before the motion for agenda item 7.

The motion and second for agenda items 7a, 7b, 7c, and 7d were made as a single item with Commissioner Papan abstaining for agenda item 7a.

Upon the motion by Commissioner Dutra-Vernaci and the second by Commissioner Liccardo, the Commission adopted MTC Resolution No. 3738, Revised. The motion carried by the following vote:

- Aye:** 12 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Abe Koga, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Ronen, Commissioner Rabbitt, Commissioner Spering and Commissioner Worth
- Absent:** 5 - Commissioner Ahn, Commissioner Chavez, Commissioner Josefowitz, Commissioner Schaaf and Commissioner Slocum
- Abstain:** 1 - Commissioner Papan

7b. [20-1634](#) MTC Resolution No. 3801, Revised. Regional Measure 2 Program Amendments

A summary of public comments received and recommendation to reassign a total of approximately \$663,000 in RM2 funds:

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

Action: Commission Approval

Presenter: Anne Spevack

Upon the motion by Commissioner Dutra-Vernaci and the second by Commissioner Liccardo, the Commission unanimously adopted MTC Resolution No. 3801, Revised. The motion carried by the following vote:

Aye: 14 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Abe Koga, Commissioner Ahn, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Ronen, Commissioner Rabbitt, Commissioner Sperling and Commissioner Worth

Absent: 4 - Commissioner Chavez, Commissioner Josefowitz, Commissioner Schaaf and Commissioner Slocum

7c. [20-1609](#) MTC Resolution No. 4095, Revised.

Rescission of \$4.8 million in Regional Measure 2 (RM2) funds from the I-80 Express Lanes project, and allocation of \$4.8 million in RM2 funds for the environmental and preliminary engineering phase of various Bay Bridge Forward 2020 projects.

Action: Commission Approval

Presenter: Kenneth Kao

Upon the motion by Commissioner Dutra-Vernaci and the second by Commissioner Liccardo, the Commission unanimously adopted MTC Resolution No. 4095, Revised. The motion carried by the following vote:

Aye: 13 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Abe Koga, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Ronen, Commissioner Rabbitt, Commissioner Sperling and Commissioner Worth

Absent: 5 - Commissioner Ahn, Commissioner Chavez, Commissioner Josefowitz, Commissioner Schaaf and Commissioner Slocum

7d. [20-1643](#) Proposed Principles for Redirecting Funding to Transit Operations for COVID-19 Emergency Response and Upcoming Opportunity Concepts for Discussion

As Bay Area public transit operators continue to face financial uncertainty brought on by the COVID-19 pandemic, MTC staff propose several principles to apply when considering shifting funds normally assigned to other transportation expenditures, to transit operations. Additionally, staff will provide information on a near-term opportunity that the Committee and Commission will have to shift funds normally directed towards transit capital state-of-good-repair expenditure, to transit operations.

Action: Commission Approval

Presenter: Theresa Romell

Written public comment was received from Roland Lebrun.

The following members of the public were called to speak: Roland Lebrun, Maddy Grace Webbon, Blaire Beekman, Kevin Ma, Richard Marcantonio of Public Advocates, Emily Wheeler of Public Advocates, John Courtney of ATU Local 365, Carol Taylor, David Pilpel, Shane Weinstein of ATU, Robert Estrada, Ken Bukowski, Bonnie Lockhart, and Roger Marengo.

Upon the motion by Commissioner Dutra-Vernaci and the second by Commissioner Liccardo, the Commission unanimously adopted the Proposed Principles for Redirecting Funding to Transit Operations for COVID-19 Emergency Response. The motion carried by the following vote:

Aye: 13 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Abe Koga, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Ronen, Commissioner Rabbitt, Commissioner Sperling and Commissioner Worth

Absent: 5 - Commissioner Ahn, Commissioner Chavez, Commissioner Josefowitz, Commissioner Schaaf and Commissioner Slocum

8. Operations Committee (Vice Chair Connolly)

- 8a. [20-1695](#) Next Generation Clipper® (C2) System Integrator Contract Change Order - Next Generation Clipper System Integration with Bay Area Rapid Transit (BART) and San Francisco Municipal Transportation Agency (SFMTA) with Exercise of Open Payments Option: Cubic Transportation Systems, Inc. (Cubic) (\$13,600,000)

Request for approval of a Change Order to (1) implement the Tri Reader 4 (TR4), Cubic's next-generation Clipper card reader, on BART and SFMTA equipment and (2) exercise the Open Payments Option to implement system-wide open payments.

Action: Commission Approval

Presenter: Jason Weinstein

Aleta Dupree was called to speak.

Upon the motion by Commissioner Connolly and the second by Commission Vice Chair Pedroza, the Commission unanimously approved the Contract Change Order with Cubic. The motion carried by the following vote:

Aye: 13 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Abe Koga, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Ronen, Commissioner Rabbitt, Commissioner Sperling and Commissioner Worth

Absent: 5 - Commissioner Ahn, Commissioner Chavez, Commissioner Josefowitz, Commissioner Schaaf and Commissioner Slocum

9. Joint MTC ABAG Legislation Committee (Vice Chair Mackenzie)

- 9a. [20-1701](#) Proposed Final 2021 Joint Advocacy Program

Proposed Final 2021 Joint Advocacy Program for MTC and ABAG, expressing the agencies' state and federal legislative priorities.

Action: ABAG Executive Board Approval
MTC Commission Approval

Presenter: Rebecca Long

Blaire Beekman was called to speak.

Upon the motion by Commissioner Mackenzie and the second by Commissioner Rabbitt, the Commission unanimously adopted the Proposed Final 2021 Joint Advocacy Program. The motion carried by the following vote:

Aye: 13 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Abe Koga, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Ronen, Commissioner Rabbitt, Commissioner Sperling and Commissioner Worth

Absent: 5 - Commissioner Ahn, Commissioner Chavez, Commissioner Josefowitz, Commissioner Schaaf and Commissioner Slocum

10. Public Comment / Other Business

Written public comments were received from Rodney Fong of SF Chamber of Commerce, and Patrick Traugher.

The following members of the public were called to speak: Blaire Beekman, Roland Lebrun, and Ken Bukowski.

10. [21-0111](#) Written Public Comment Received

11. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, January 27, 2021 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105 (remotely and by webcast as appropriate depending on the status of any shelter in place orders).



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0230 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 1/19/2021 **In control:** Metropolitan Transportation Commission

On agenda: 1/27/2021 **Final action:**

Title: Monthly Report of Transit Operator Statistics

Sponsors:

Indexes:

Code sections:

Attachments:

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

Subject:
Monthly Report of Transit Operator Statistics

Recommended Action:
Information



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0053 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 12/3/2020 **In control:** Programming and Allocations Committee

On agenda: 1/13/2021 **Final action:**

Title: MTC Resolution No. 3682, Revised. Regional Measure 2 (RM2) Project 18: Rescission and reallocation of \$1.2 million in RM2 funds to MTC for the Next Generation Clipper Project.

Sponsors:

Indexes:

Code sections:

Attachments: [7c - 21-0053 - Reso-3682 Next Generation Clipper Mobile.pdf](#)
[2c - 21-0053 - Reso-3682 Next Generation Clipper Mobile.pdf](#)

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

Subject:

MTC Resolution No. 3682, Revised. Regional Measure 2 (RM2) Project 18: Rescission and reallocation of \$1.2 million in RM2 funds to MTC for the Next Generation Clipper Project.

Presenter:

Anne Spevack

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 13, 2021

Agenda Item 2c - 21-0053

MTC Resolution No. 3682, Revised

Subject: Regional Measure 2 (RM2) Project 18: Rescission and reallocation of \$1.2 million in RM2 funds to MTC for the Next Generation Clipper project.

Background: In March 2020, MTC approved an allocation of \$13 million for the Next Generation Clipper Regional Fare System Integrator under RM2 Project 18, which is the umbrella Clipper project. MTC has identified approximately \$1.2 million in savings from four completed subprojects under RM2 Project 18 and an additional \$20,000 in unallocated RM2 funds assigned to the project.

As part of the implementation of the Next Generation Clipper mobile application, additional costs not included in the Clipper budget were identified. These costs include:

- A limited term promotional period covering the cost for users to convert physical Clipper cards to virtual cards,
- A reduction in the Card Replacement and Balance Restoration Fee, and
- Promotional materials to support the launch of the mobile application


In November 2020, the Clipper Executive Board requested rescission of the savings from previous projects and reallocation of these funds along with the remaining unallocated balance to cover these newly-identified costs.

This item is a request to rescind \$1.16 million in savings and, along with \$20,000 in unallocated balance, allocate a total of \$1.18 million for costs related to the implementation of the Next Generation Clipper Regional Fare System mobile application.

Issues: None.

Recommendation: Refer MTC Resolution No. 3682, Revised to the Commission for approval.

Attachments: MTC Resolution No. 3682, Revised.


Therese W. McMillan

Date: February 23, 2005
W.I.: 1255
Referred by: PAC
Revised: 03/23/05-C 11/02/05-DA
02/22/06-DA 09/27/06-DA
04/25/07-DA 09/28/07-DA
01/23/08-C 05/28/08-C
06/25/08-DA 12/17/08-DA
10/28/09-C 12/16/09-C
07/27/11-DA 09/28/11-C
07/30/12-DA 10/23/13-DA
03/25/20-C 01/27/21-C

ABSTRACT

MTC Resolution No. 3682, Revised

This resolution approves the allocation of Regional Measure 2 funds for the TransLink® project sponsored by Metropolitan Transportation Commission (MTC) and the various Bay Area transit operators identified in Attachment A of this resolution, who are the implementing agencies. This resolution also transfers funds previously allocated under MTC Resolution No. 3657 to this resolution and supersedes MTC Resolution No. 3657.

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheets
- Attachment B - Project Specific Conditions
- Attachment C - MTC staff's review of Initial Project Reports (IPRs)
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised on March 23, 2005 to approve an allocation to MTC for TransLink® Support work. The attachments, A-3 through D-3 provide additional information on the allocation approval.

This resolution was revised on November 2, 2005 by Delegated Authority to approve a \$150,000 allocation to the Santa Clara Valley Transportation Authority for the VTA/Caltrain TransLink® Ticket Vending Machine Integration project. The attachments, A-4 through D-4 provide additional information on the allocation approval.

ABSTRACT

MTC Resolution No. 3682, Revised

Page 2

This resolution was revised on February 22, 2006 by Delegated Authority to approve \$20,000 to MTC for TransLink® program technical assistance for VTA's Ticket Vending Machine Integration Project.

This resolution was revised on September 27, 2006 by Delegated Authority to allocate \$726,000 to VTA for final design of the Consortium Information Management System.

This resolution was revised on April 25, 2007 by Delegated Authority to allocate \$15,000 to MTC for assessing regional integration requirements of Golden Gate Transit's TransLink® Ferry Fare Gates project.

This resolution was revised on September 28, 2007 by Delegated Authority to allocate \$290,000 to MTC for SFMTA TransLink® Faregate integration work and \$90,000 to SFMTA for TransLink® faregate integration support efforts.

This resolution was revised on January 23, 2008 to allocate \$1,718,000 (final design and construction phases) to VTA for the Ticket Vending Machine Integration Project.

This resolution was revised on May 28, 2008 to allocate \$1,474,000 (construction phase) to VTA for the Consortium Information Management System.

This resolution was revised on June 25, 2008 by Delegated Authority to allocate \$200,000 (final design) to MTC for the TransLink® Reconciliation and Settlement Support Project.

This resolution was revised on December 17, 2008 by Delegated Authority to allocate \$50,000 in final design funds to MTC for the TransLink® Ticket Vending Machine Integration Project.

This resolution was revised on October 28, 2009 to allocate \$2,301,818 towards installation and procurement of new automatic fare collection equipment that will integrate with TransLink(r) and to provide associated support services.

This resolution was revised on December 16, 2009 to allocate \$1,738,000 to GGBH&TD to purchase and install an automated passenger counting and ticket system that is TransLink® and

ABSTRACT

MTC Resolution No. 3682, Revised

Page 3

single ticket compatible at the San Francisco Ferry Terminal, AT&T Park, Larkspur Ferry Terminal, and Sausalito Ferry Landing.

This resolution was revised via Delegated Authority on July 27, 2011 to allocate \$1,000,000 to MTC towards improvements on the existing Clipper[®] system and expansion of Clipper[®] to other transit agencies.

This resolution was revised on September 28, 2011 to rescind \$1,054,207 from prior allocations to the Clipper[®] Integration and the Clipper[®] Reconciliation & Settlement Support projects and allocate \$1,295,207 to the Clipper[®] Capital project towards improvements on the existing Clipper[®] system and expansion of Clipper[®] to other transit agencies.

This resolution was revised on July 30, 2012 via Delegated Authority to rescind \$650,782 from a prior allocation to the BART Ticket Vending Machine (TVM) Clipper[®] Implementation project and re-allocate the same amount to the Clipper[®] Integration project for integration of the Clipper[®] functionality into BART's AFM machines and obtaining security access modules required to complete this integration.

This resolution was revised on October 23, 2013 via Delegated Authority to amend the scope on a prior allocation to the SFMTA Muni Metro Faregates project.

This resolution was revised on March 25, 2020 to allocate \$13,000,000 to the Next-Generation Clipper Regional Fare Payment System project for design and implementation of the replacement of the current fare collection system and equipment.

This resolution was revised on January 27, 2021 to rescind \$1,161,766 in savings from previous TransLink and Clipper project and reallocate the same amount, plus \$20,000 in previously unallocated funds, to the Next-Generation Clipper Regional Fare Payment System project for costs related to the implementation of mobile ticketing.

Additional discussion of this allocation is contained in the memorandum to the MTC Programming and Allocations Committee dated February 9, 2005, March 2, 2005, January 9, 2008, May 14, 2008, October 14, 2009, December 9, 2009, September 14, 2011, March 11, 2020, and January 13, 2021.

Date: February 23, 2005
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the TransLink® Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3682

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

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

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

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

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

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

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan, which specifies the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, TransLink®, sponsored by the Metropolitan Transportation Commission, is identified as capital project number 18 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the Metropolitan Transportation Commission, through the TransLink® Management Group, has approved an unconstrained and unprioritized list of projects and corresponding implementing agencies eligible to receive funds under capital project number 18; and

WHEREAS, each implementing agency will submit an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval for each project allocation request; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the implementing agency is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds for each implementing agency; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff’s review of each implementing agency’s Initial Project Report (IPR) for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; and

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

RESOLVED, that the RM2 funds allocated to BART under MTC Resolution No. 3657, as part of capital project number 18 under RM2, are hereby transferred to this resolution and Resolution No. 3657 is hereby superseded by this resolution; and be it further

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

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in the Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the implementing agency complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

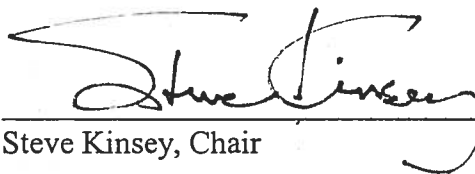
RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the availability and expenditure of the complementary funding as set forth in Attachment D; and be it further

RESOLVED, that reimbursement of RM2 funds as set forth in Attachment A is subject to the availability of RM2 funding; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on February 23, 2005.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: TransLink® Integration
Sponsor: Metropolitan Transportation Commission
Project Number: 18.3

Allocation No. 18.3-1					
Activities to be funded with Allocation #1:					
Specifically, the TransLink® Contractor's scope of work includes four tasks:					
1. Integrate TransLink® functionality into TVMs in BART stations so that TVMs can load e-cash on to the TransLink® card;					
2. Integrate TransLink® functionality to enable AFMs to load e-cash;					
3. Enable TVMs and AFMs to load BART High-Value Discount (HVD) e-purse amounts to TransLink® cards (and conduct inquiries on the BART HVD e-purse); and					
4. Enable TVMs to conduct inquiries for all value (i.e., e-cash and products) stored on a TransLink® card.					
This work is expected to be completed in November 2006.					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
06368205	23-Mar-05	\$ 1,020,000	CON	FY 2005-06	\$ 1,020,000
07368206	23-Mar-05	\$ 1,019,000	CON	FY 2006-07	\$ 2,039,000
07368206	28-Sep-11	\$ (856,558)	CON	FY 2006-07	\$ 1,182,442
07368206	27-Jan-21	\$ (137,205.48)	CON	FY 2006-07	\$ 1,045,237

Allocation No. 18.3-2					
Activities to be funded with Allocation #2:					
To provide technical expertise regarding Translink system requirements during VTA's development of its request for proposals (RFP) for the SCVTA and Caltrain TransLink® Ticket Vending Machine Integration Project. MTC will request a Change Order (CO) with the TransLink® contractor ERG Transit Systems to assist with the technical development of VTA's RFP. This work is expected to be completed in April 2006.					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
06368208	22-Feb-06	\$ 20,000	PSE	FY 2005-06	\$ 1,065,237
06368208	28-Sep-11	\$ (5,000)	PSE	FY 2005-06	\$ 1,060,237
06368208	27-Jan-21	\$ (871.56)	PSE	FY 2005-06	\$ 1,059,365

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: TransLink® Integration
Sponsor: Metropolitan Transportation Commission
Project Number: 18.3

Allocation No. 18.3-3					
Activities to be funded with Allocation #3:					
To provide technical expertise regarding Translink system requirements during GGT's development of its request for proposals (RFP) for the Golden Gate Ferry Fare Gate Project. MTC will request a Change Order (CO) with the TransLink® contractor Motorola to assist with the technical development of GGT's RFP. This work is expected to be completed in July 2006.					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
07368210	25-Apr-07	\$ 15,000	PSE	FY 2006-07	\$ 1,074,365
07368210	28-Sep-11	\$ (15,000)	PSE	FY 2006-07	\$ 1,059,365

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: TransLink® Integration
Sponsor: Metropolitan Transportation Commission
Project Number: 18.3

Allocation No. 18.3-4						
Activities to be funded with Allocation #4:						
Provide consultant services to help facilitate MTA's faregate/ticket vending machine procurement and implementation interfaces between TransLink® functionality and the Muni Metro system faregates.						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08368211	28-Sep-07	\$ 290,000	PSE	FY 2007-08	\$	1,349,365
08368211	28-Sep-11	(\$6,313)	PSE	FY 2007-08	\$	1,343,052
09368217	17-Dec-08	\$ 50,000	PSE	FY 2008-09	\$	1,393,052
09368217	28-Sep-11	(\$45,478)	PSE	FY 2008-09	\$	1,347,574

Allocation No. 18.3-5						
Activities to be funded with Allocation #5:						
Provide consultant services to a) integrate Clipper® functionality with BART's Add Fare Machines (AFMs) thereby allowing the BART policy requiring customers to make full payment prior to exiting the station to be applied to Clipper® customers; b) procure replacement security access modules to support the integration of Clipper into BART's AFMs.						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
13368222	30-Jul-12	\$ 650,782	CON	FY 2012-13	\$	1,998,356
13368222	27-Jan-21	\$ (141,839.82)	CON	FY 2012-12	\$	1,856,516

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Consortium Information Management System (CIMS)
Sponsor: Metropolitan Transportation Commission
Implementing Agency: Santa Clara Valley Transportation Authority (VTA)
Project Number: 18.5

Allocation No. 18.5-1						
Activities to be funded with Allocation #1:						
VTA will contract with a vendor on behalf of the Consortium to develop a design package for the CIMS. CIMS is to provide Consortium members with a system that will provide additional information for financial reconciliation and/or transportation planning using data that originates from the TransLink System. The design package will include: functional specifications, technical and detailed design, which will provide the ability to analyze, reconcile, validate, archive, facilitate and track work flow, integrate, and report on TransLink information.						
Funding Information for Allocation #1:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
07368209	27-Sep-06	\$ 726,000	PSE	FY 2006-07	\$	726,000

Allocation No. 18.5-2						
Activities to be funded with Allocation #2:						
Phase II of the CIMS project, which includes reconciliation, data validation, data analysis, development, testing, and implementing of the CIMS.						
Funding Information for Allocation #2:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08368215	28-May-08	\$ 1,474,000	CON	FY 2007-08	\$	2,200,000
08368215	27-Jan-21	\$ (269,519.71)	CON	FY 2007-08	\$	1,930,480

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Muni Metro Faregates
Sponsor: TransLink® Consortium
Implementing Agency: San Francisco Municipal Transportation Agency (SF MTA)
Project Number: 18.6

Allocation No. 18.6-1						
Activities to be funded with Allocation #1:						
MTA staff activities related to procurement of TransLink® enabled faregates and Ticket Vending Machines (TVM). Provide necessary background information regarding legacy systems and previous policy decisions impacting the path forward for faregate and TVM integration.						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08368212	28-Sep-07	\$ 90,000	PSE	FY 2007-08	\$	90,000

Allocation No. 18.6-2						
Activities to be funded with Allocation #2:						
Installation and procurement of new automatic fare collection equipment that will integrate with TransLink(r) and to provide associated support services. Note: On 10/23/13, scope amended to include: Acquisition of coding data for loading Muni fare products onto limited use smartcard tickets.						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
10368218	28-Oct-09	\$ 2,301,818	CON	FY 2009-10	\$	2,391,818
10368218	27-Jan-21	\$ (530,445.40)	CON	FY 2009-10	\$	1,861,373

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Clipper® Capital
Sponsor: Metropolitan Transportation Commission
Project Number: 18.8

Allocation No. 18.8 - 1 & 2					
Activities to be funded with Allocation:					
1. Improve the customer experience through new/improved customer interfaces (improved customer service, website, mobile apps, in-person kiosk, etc.); 2. Increase market penetration, including potentially expanding Clipper® to new transit agencies; 3. Support operational scalability, efficiency and technology migration through potential projects like enhanced disaster recovery capabilities and installation of card readers to fill gaps in coverage as well as initial planning for the 'next generation' of Clipper® technology; 4. Perform contract management functions to assure contractor and system/process accountability; 5. Provide staff resources to manage and deliver the above scope of work.					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
12368220	27-Jul-11	\$ 1,000,000	CON	FY 2011-12	\$ 1,000,000
12368221	28-Sep-11	\$ 1,295,207	CON	FY 2011-12	\$ 2,295,207
12368220	27-Jan-21	\$ (18,610.87)	CON	FY 2011-12	\$ 2,276,596
12368221	27-Jan-21	\$ (64,145.09)	CON	FY 2011-12	\$ 2,212,451

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Next Generation Clipper Regional Fare System
Sponsor: Metropolitan Transportation Commission
Project Number: 18.9

Allocation No. 18.9 - 1					
Activities to be funded with Allocation:					
This allocation will fund work on the Next Generation Clipper System Integrator contract, a wholesale replacement of the entire current backend fare collection system and customer-facing devices like fare validators and sales terminals, as well as modernization of retail and customer service devices, improved telecommunications, and expanded fare media options, including a robust mobile application and other capabilities.					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
20368222	25-Mar-20	\$ 13,000,000	PS&E/CON	FY 2019-20	\$ 13,000,000

Allocation No. 18.9 - 2					
Activities to be funded with Allocation:					
This allocation is for short-term costs related to the implementation of the Next Generation Clipper mobile application, including converting physical Clipper cards to virtual cards, changing fees associated with card replacement, and developing promotional materials to support the mobile application launch.					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
21368223	27-Jan-21	\$ 1,182,638	CON	FY 2019-20	\$ 14,182,638

REGIONAL MEASURE 2 PROGRAM

Project Specific Conditions

Project Title: Next Generation Clipper Regional Fare System
Sponsor: Metropolitan Transportation Commission
Implementing Agency: Metropolitan Transportation Commission
Project Number: 18.9

None

RM2 Project Number: **18.9**

Next Generation Clipper Regional Fare System

Lead Sponsor Metropolitan Transportation Commission	Other Sponsors(s) N/A	Implementing Agency (if applicable) Metropolitan Transportation Commission
Legislated Project Description Integrate the Bay Area's regional smart card technology, Clipper, with operator fare collection equipment, expand system to new transit services, and deploy new technology		
RM2 Legislated Funding (in \$1,000) Total Overall Funding for Project #18 - \$35,000 18.9 Clipper - MTC (\$14,183)		Project # 18.9 - Total Estimated Project Cost (in \$1,000) \$195,183
Project Purpose and Description Next Generation Clipper will be a customer-focused, cost-effective fare collection system that supports a modern, consistent and seamless Bay Area transit experience and provides a flexible platform for future fare structures. New features will include: <ul style="list-style-type: none"> • a robust mobile application • near real-time communication • expanded retail, online and mobile sales • new fare media options 		
Funding Description Committed Funds: This project is funded through RM2, OBAG, FTA, and other state and regional funding sources Uncommitted Funds: FTA/FHWA are expected to be secured to fill the funding gap. Operating Capacity: MTC or the respective operating agency.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document	N/A	N/A	\$0
2	Plans, Specifications and Estimates	09/2018	12/2022	\$117,287
3	Right-of-Way	N/A	N/A	\$0
4	Construction	01/2021	12/2024	\$77,896
Total:				\$195,183

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Next Generation Clipper Regional Fare System	Project No. 18.9
Lead Sponsor	MTC	
Implementing Agency	MTC	

Fund Source	Phase	Prior	2019-20	2020-21	2021-22	Future	Total
Committed							
OBAG 1 &2	PSE		35,000				35,000
FTA - TCP	PSE	11,198	5,000				16,198
Prior Year TCP	PSE	1,000					1,000
Prior Year Funds - TCP, TPI CMAQ, OBAG, LCTOP, STA, Card Sales	PSE	23,000					23,000
BATA Rehab	PSE	1,000		8,600			9,600
Prop 1B/LCTOP	PSE	4,000					4,000
STA - SGR	PSE	10,317	10,597				20,914
RM2 - System Integrator Contract	PSE		7,575				7,575
RM2 - System Integrator Contract	CON		5,425				5,425
RM2 - Mobile App Costs	CON			1,183			1,183
Total:		50,515	63,597	8,600	0	0	123,895
Uncommitted							
FTA/FHWA - TCP	CON					71,288	71,288
Total:		0	0	0	0	71,288	71,288
Total Project Committed and Uncommitted							
		Prior	2019-20	2020-21	2021-22	Future	Total
Total:		50,515	63,597	8,600	0	71,288	195,183

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Next Generation Clipper Regional Fare System
Sponsor: Metropolitan Transportation Commission
Implementing Agency: Metropolitan Transportation Commission
RM2 Project Number: 18.9

	PRIOR	2019-20	2020-21	2021-22	2022-23	2023-24	TOTAL
Environmental (ENV)	0	0	0	0	0	0	0
							0
							0
Final Design (PS&E)	0	4,175	1,000	2,400	0	0	7,575
RM2		4,175	1,000	2,400			7,575
							0
Right of Way	0	0	0	0	0	0	0
							0
							0
Construction	0	0	793	390	2,713	2,713	6,608
RM2			793	390	2,713	2,713	6,608
							0
TOTAL FUNDING							
Environmental	0	0	0	0	0	0	0
Final Design (PS&E)	0	4,175	1,000	2,400	0	0	7,575
Right of Way	0	0	0	0	0	0	0
Construction	0	0	793	390	2,713	2,713	6,608
PROJECT TOTAL	0	4,175	1,793	2,790	2,713	2,713	14,183



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0023 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 11/24/2020 **In control:** Programming and Allocations Committee
On agenda: 1/13/2021 **Final action:**
Title: MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-48.

Sponsors:

Indexes:

Code sections:

Attachments: [7d - 21-0023 - Reso-4375 TIP Amendment 2019-48.pdf](#)
[2d - 21-0023 - Reso-4375 TIP Amendment 2019-48.pdf](#)

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

Subject:

MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-48.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

Programming and Allocations Committee

January 13, 2021

Agenda Item 2d - 21-0023

MTC Resolution Nos. 4375, Revised

Subject: 2019 Transportation Improvement Program (TIP) Amendment 2019-48.

Background: The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that receive federal funds, are subject to a federally required action or are regionally significant. MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, must prepare and adopt the TIP at least once every two years. The 2019 TIP, covering the four-year period from FY 2018-19 through 2021-22, was adopted by the Commission on September 26, 2018, and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on December 17, 2018. The 2019 TIP is valid for four years under federal regulations. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on MTC's website at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

Amendment 2019-48 modifies two projects with no net change in the amount of funding programmed. This revision will update the descriptions of two of the City of San Jose's projects to include pavement preservation and update the funding plan of one of these projects.

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

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

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

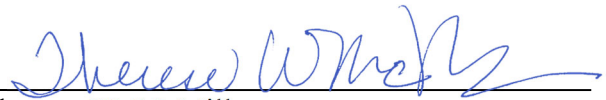
The TIP public participation process also serves to satisfy the public involvement requirements of the FTA annual Program of Projects, for applicable funds.

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

Issues: None

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

Attachments: Attachment 1, Summary Report of Amended Projects for TIP Amendment 2019-48; and
MTC Resolution No. 4375, Revised



Therese W. McMillan

TIP Revision Summary 2019-48

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
SCL170029	San Jose	Tully Road Safety Improvements	Update the project description to include pavement preservation and update the funding plan to change the source for \$6M in FY21 CON funds from CMAQ to STP	\$0	0.0%
SCL170030	San Jose	McKee Road Safety Improvements	Update the project description to include pavement preservation	\$0	0.0%
Total Funding Change:				\$0	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2019 TIP Only
Current:	\$17,222,000	\$0	\$0	\$4,708,000	\$21,930,000	\$21,930,000
Proposed:	\$17,222,000	\$0	\$0	\$4,708,000	\$21,930,000	\$21,930,000
Delta:	\$0	\$0	\$0	\$0	\$0	\$0

Date: September 26, 2018
 W.I.: 1512
 Referred by: PAC
 Revised: 12/19/18-C 01/23/19-C 02/27/19-C
 03/27/19-C 04/24/19-C 05/22/19-C
 06/26/19-C 07/24/19-C 09/25/19-C
 10/23/19-C 11/20/19-C 12/18/19-C
 01/22/20-C 02/26/20-C 03/25/20-C
 05/27/20-C 06/24/20-C 07/22/20-C
 09/23/20-C 10/28/20-C 12/16/20-C
 01/27/21-C

ABSTRACT

Resolution No. 4375, Revised

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

Further discussion of the 2019 TIP adoption is contained in the Programming & Allocations Committee summary sheets dated September 12, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, April 14, 2019, May 8, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, December 11, 2019, January 8, 2020, February 12, 2020, March 11, 2020, the Planning Committee summary sheet dated May 8, 2020, and the Programming & Allocations Committee summary sheet dated May 13, 2020, June 10, 2020, July 8, 2020, September 9, 2020, October 14, 2020, December 9, 2020, and January 13, 2021. This resolution was revised as outlined below. Additional information on each revision is included in Attachment B: 'Revisions to the 2019 TIP'.

2019 TIP Revisions

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

ABSTRACT

MTC Resolution No. 4375, Revised

Page 2

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2019-09	Admin. Mod.	7	\$1,547,102	5/6/2019	5/6/2019
2019-10	Amendment	4	-\$18,724,000	3/27/2019	4/24/2019
2019-11	Admin. Mod.	46	-\$10,610,187	6/6/2019	6/6/2019
2019-12	Amendment	4	\$13,699,781	4/24/2019	6/6/2019
2019-13	Admin. Mod.	22	\$15,402,477	7/3/2019	7/3/2019
2019-14	Amendment	25	\$801,633,123	5/22/2019	6/27/2019
2019-15	Admin. Mod.	11	9,525,440	8/13/2019	8/13/2019
2019-16	Amendment	8	\$21,335,503	6/26/2019	8/26/2019
2019-17	Admin. Mod.	11	-\$7,160,690	8/29/2019	8/29/2019
2019-18	Amendment	9	\$115,165,869	7/24/2019	9/10/2019
2019-19	Admin. Mod.	34	-\$6,469,315	10/7/2019	10/7/2019
2019-20	Admin. Mod.	6	\$0	10/31/2019	10/31/2019
2019-21	Amendment	15	\$-141,949,908	9/25/2019	10/18/2019
2019-22	Admin. Mod.	10	\$1,370,190	12/12/2019	12/12/2019
2019-23	Amendment	6	\$185,014,158	10/23/2019	11/13/2019
2019-24	Admin. Mod.	9	\$43,720,114	1/17/2020	1/17/2020
2019-25	Amendment	17	\$204,462,942	11/20/2019	12/23/2019
2019-26	Admin. Mod.	6	\$3,953,795	2/14/2020	2/14/2020
2019-27	Amendment	12	\$112,588,334	12/18/2019	2/26/2020
2019-28	Admin. Mod.	7	\$2,956,808	3/26/2020	3/26/2020
2019-29	Amendment	8	\$1,762,160	1/22/2020	2/26/2020
2019-30	Admin. Mod.	56	\$52,669,979	5/1/2020	5/1/2020
2019-31	Amendment	3	\$6,508,000	2/26/2020	4/2/2020
2019-32	Admin. Mod.	13	\$56,772,387	6/12/2020	6/12/2020
2019-33	Amendment	12	\$4,108,000	3/25/2020	6/3/2020
2019-34	Admin. Mod.	2	\$279,859,000	7/15/2020	7/15/2020
2019-35	Amendment	1	\$86,000,000	5/27/2020	7/21/2020
2019-36	Amendment	29	\$349,621,214	5/27/2020	6/23/2020
2019-37	Admin. Mod.	7	\$3,915,675	9/1/2020	9/1/2020
2019-38	Amendment	32	\$786,705,332	6/24/2020	7/21/2020
2019-39	Admin. Mod.	69	\$1,201,853,588	10/15/2020	10/15/2020

ABSTRACT

MTC Resolution No. 4375, Revised

Page 3

2019-40	Amendment	16	\$11,647,747	7/22/2020	8/18/2020
2019-41	Admin. Mod.	12	\$226,071,878	12/11/2020	12/11/2020
2019-42	Admin. Mod	Pending	Pending	Pending	Pending
2019-43	Amendment	25	\$52,785,198	9/23/2020	10/28/2020
2019-44	Admin. Mod	Pending	Pending	Pending	Pending
2019-45	Amendment	139	\$1,002,190,775	10/28/2020	12/9/2020
2019-46	Admin. Mod	Pending	Pending	Pending	Pending
2019-47	Amendment	14	\$312,612,916	12/16/2020	Pending
2019-48	Amendment	2	\$0	1/27/2021	Pending
Net Funding Change		860	\$6,011,283,022		
Absolute Funding Change			\$6,432,137,874		

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4375

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

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

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR §450) requires the region to carry out a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance to develop and update at least every four years, a Transportation Improvement Program (TIP) consisting of a comprehensive listing of transportation projects that receive federal funds or that are subject to a federally required action, or that are regionally significant; and

WHEREAS, Section 65074 of the California Government Code requires all state MPOs to update their TIPS concurrently every even year; and

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757), which establish the Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, federal regulations (23 CFR §450.326(k)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.326) require that the TIP be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d) and that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets; and

WHEREAS, federal regulations (23 CFR §450.316) require that the MPO develop and use a documented public participation plan that defines a process for providing citizens, affected public agencies and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, federal regulations (23 CFR §450.332(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and

WHEREAS, MTC has found in MTC Resolution No. 4374 that the 2019 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM_{2.5}) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM_{2.5} SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

RESOLVED, that MTC adopts the 2019 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2019 TIP in cooperation with the Bay Area County Transportation Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. EPA; and, be it further

RESOLVED, that the 2019 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4174, Revised) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2019 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

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

RESOLVED, that the 2019 TIP makes progress toward achieving the performance targets established under §450.306(d); and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations (23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that the public participation process conducted for the 2019 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further

RESOLVED, that the adoption of the TIP shall not constitute MTC's review or approval of those projects included in the TIP pursuant to Government Code Sections 66518 and 66520, or provisions in federal regulations (49 CFR Part 17) regarding Intergovernmental Review of Federal Programs; and, be it further

RESOLVED, that MTC's review of projects contained in the TIP was accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757); and, be it further

RESOLVED, that MTC finds that the 2019 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4374); and, be it further

RESOLVED, that the projects and programs included in the 2019 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further


RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2019 TIP are consistent with the Amended Plan Bay Area 2040 (the 2040 Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area) and, be it further

RESOLVED, that revisions to the 2019 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4375, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) and as otherwise adopted by MTC; and, be it further

RESOLVED, that staff have the authority to make technical corrections, and the Executive Director and Deputy Executive Directors have signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by Caltrans, and to forward all required TIP amendments once approved by MTC to the appropriate state and federal agencies for review and approval; and, be it further

RESOLVED, that a copy of this resolution shall be forwarded to FHWA, the FTA, U.S. EPA, Caltrans, the Association of Bay Area Governments (ABAG), and to such other agencies and local officials as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
San Francisco, California, on September 26, 2018.

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

Attachment A
Resolution No. 4375
Page 1 of 1

2019 Transportation Improvement Program

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

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

Date: September 26, 2018
W.I.: 1512
Referred by: PAC
Revised: 12/19/18-C 01/23/19-C 02/27/19-C
 03/27/19-C 04/24/19-C 05/22/19-C
 06/26/19-C 07/24/19-C 09/25/19-C
 10/23/19-C 11/20/19-C 12/18/19-C
 01/22/20-C 02/26/20-C 03/25/20-C
 05/27/20-C 06/24/20-C 07/22/20-C
 09/23/20-C 10/28/20-C 12/16/20-C
 01/27/21-C

Attachment B
Resolution No. 4375, Revised
Page 1 of 20

Revisions to the 2019 TIP

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

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

- Updates the funding plans of 36 Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect obligations and programming decisions;
- Updates the funding plan of the Santa Clara Valley Transportation Authority's US-101 Express Lanes in Santa Clara County project to reflect the programming of \$3.3 million in repurposed earmark funds;
- Updates the funding plan and back-up listing of the Caltrans-managed local Highway Bridge Program (HBP) grouped listing and updates the funding plans of eight individually listed HBP-funded projects to reflect the latest information from Caltrans; and
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) Collision Reduction grouped listing to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3.3 million in repurposed earmark funds, \$17.4 million in HBP funds and \$5.3 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-02 is an administrative modification that revises 12 projects with a net funding increase of approximately \$7.3 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on February 1, 2019. Among other changes, this revision:

- Updates the funding plans of six Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, one Road Repair and Accountability Act (SB1) and State Transportation Improvement Program funded project, and one High Priority Program earmark funded project to reflect the latest programming decisions; and
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) Collision Reduction grouped listing to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$421,807 in High Priority Program earmark funds, \$207,000 in SB1 funds and \$6 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-02, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-03 is an amendment that revises 40 projects with a net funding increase of approximately \$155 million. The revision was referred by the Programming and Allocations Committee on December 12, 2018, and approved by the MTC Commission on December 19, 2018. Caltrans approval was received on January 15, 2019, and final federal approval was received on February 5, 2019. Among other changes, this revision:

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

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

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

- Updates the funding plans of four Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions, including the exchange of

approximately \$16 million in STP/CMAQ and an equal amount of sales tax proceeds between San Francisco's Better Market Street project and SFMTA's New Central Subway project;

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

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$15 million in BUILD funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-04, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-05 is an amendment that revises three projects with a net funding increase of approximately \$22.5 million. The revision was referred by the Programming and Allocations Committee on January 9, 2019, and approved by the MTC Commission on January 23, 2019. Caltrans was received on February 6, 2019, and final federal approval was received on February 19, 2019. Among other changes, this revision updates the funding plan and back-up listing of the Caltrans managed Highway Safety Improvement Program grouped listing. Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

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

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

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

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

- Updates the funding plan of the Golden Gate Bridge Suicide Deterrent Safety Barrier project to reflect the programming of approximately \$45.2 million in Federal Highway Infrastructure Program (FHIP) funds in lieu of Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Cycle 1 and One Bay Area Grant 2 (OBAG2) funds;
- Updates the funding plans of nine other STP/CMAQ funded projects and one High Priority Program Earmark (HPP) funded project to reflect planned obligations;
- Updates the funding plan of San Rafael's Francisco Blvd West Multi-Use Pathway project to reflect the programming of Regional Measure 2 (RM2) and Transportation Fund for Clean Air (TFCA) funds; and
- Updates the funding plans and back-up listings of the State Highway Operation and Protection Program (SHOPP) Collision Reduction, Local Highway Bridge Program (HBP) and FTA Section 5311 Fiscal Years 2018/19 and 2019/20 grouped listings to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$45.2 million in FHIP funds, \$2.4 million in HPP funds, \$248,400 in TFCA funds, \$6.3 million in SHOPP funds, and \$283,186 in FTA Section 5311f funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-07, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-08 is an amendment that revises 12 projects with a net funding decrease of approximately \$25.5 million. The revision was referred by the Programming and Allocations Committee on February 13, 2019, and approved by the MTC Commission on February 27, 2019. Caltrans approval was received on March 13, 2019, and final federal approval was received on April 3, 2019. Among other changes, this revision:

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

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

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

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

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$1.77 million in SB1 funds and \$165,452 in CalRecycle funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-09, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-10 is an amendment that revises four projects with a net funding decrease of approximately \$18.7 million. The revision was referred by the Programming and Allocations Committee on March 6, 2019, and approved by the MTC Commission on March 27, 2019. Caltrans approval was received on April 5, 2019, and final federal approval was received on April 24, 2019. Among other changes, this revision:

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

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

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

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

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$597,635 in High Priority Program earmark funds, \$4.4 million in Transportation Improvement earmark funds, \$877,388 in FBP funds, \$311,764 in Low Carbon Transit Operations program funds, \$976,000 in Proposition 1B funds, and \$216,827 in SB1 funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-11, remains in conformity with the applicable State

Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-12 is an amendment that revises four projects with a net funding increase of approximately \$13.7 million. The revision was referred by the Programming and Allocations Committee on April 10, 2019, and approved by the MTC Commission on April 24, 2019. Caltrans approval was received on May 8, 2019, and final federal approval was received on June 6, 2019. Among other changes, this revision:

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

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

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

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

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$300 million in FTA Core Capacity funds, \$3.8 million in ATP funds, \$5 million in FRA PTC funds and \$24,540 in California Natural Resources Agency Urban Greening funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-13, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-14 is an amendment that revises 25 projects with a net funding increase of approximately \$802 million. The revision was referred by the Programming and Allocations Committee on May 8, 2019, and approved by the MTC Commission on May 22, 2019. Caltrans approval was received on June 12, 2019, and final federal approval was received on June 27, 2019. Most notable from a dollar standpoint is the addition of replacement and expansion vehicles as part of SFMTA's Light Rail Vehicle Procurement. Among other changes, this revision adds eight new exempt projects to the TIP, updates the funding plans of 13 existing projects and deletes three projects from the TIP to reflect changes in the Transit Capital Priorities (TCP) Program. Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-15 is an administrative modification that revises 11 projects with a net funding increase of approximately \$9.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 13, 2019. Among other changes, this revision:

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

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$16.8 million in SHOPP funds, \$26,573 in HPP funds, and \$680,815 in FBP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-15, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-16 is an amendment that revises eight projects with a net funding increase of approximately \$21.3 million. The revision was referred by the Programming and Allocations Committee on June 12, 2019, and approved by the MTC Commission on June 26, 2019. Caltrans approval was received on August 7, 2019, and final federal approval was received on August 26, 2019. Among other changes, this revision:

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

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

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

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

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

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$9 million in Highway Bridge Program earmark funds and \$97,649 in FBP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-17, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-18 is an amendment that revises nine projects with a net funding increase of approximately \$115 million. The revision was referred by the Programming and Allocations Committee on July 10, 2019, and approved by the MTC Commission on July 24, 2019. Caltrans approval was received on September 6, 2019, and final federal approval was received on September 10, 2019. Among other changes, this revision:

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

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

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

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

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$175 million in TCEP funds and \$35,990 in HSIP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-19, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-20 is an administrative modification that revises six projects with no net change in funding. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on October 31, 2019. Among other changes, this revision updates the funding plans of the six Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned and future obligations, transfers of funding to the Federal Transit Administration and conversions of advanced construction to federal funds. MTC's 2019 TIP, as revised with Revision No. 2019-20, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-21 is an amendment that revises 15 projects with a net funding decrease of approximately \$142 million. The revision was referred by the Programming and Allocations Committee on September 4, 2019, and approved by the MTC Commission on September 25, 2019. Caltrans approval was received on October 7, 2019, and final federal approval was received on October 18, 2019. Among other changes, this revision:

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

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

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

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

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3 million in Ferry Boat Discretionary and \$644,731 in Ferry Boat Program funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-22, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-23 is an amendment that revises six projects with a net funding increase of approximately \$185 million. The revision was referred by the Programming and Allocations Committee on October 9, 2019, and approved by the MTC Commission on October 23, 2019. Caltrans approval was received on October 31, 2019, and final federal approval was received on November 13, 2019. Among other changes, this revision:

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

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

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

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

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$22.7 million in SHOPP funds, \$13.6 million in HM funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-24, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-25 is an amendment that revises 17 projects with a net funding increase of approximately \$204 million. The revision was referred by the Programming and Allocations Committee on November 13, 2019, and approved by the MTC Commission on November 20, 2019. Caltrans approval was received on November 21, 2019, and final federal approval was received on December 23, 2019. Among other changes, this revision:

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

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

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

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

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3.5 million in Section 130 Railroad-Highway Crossing funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-26, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-27 is an amendment that revises 12 projects with a net funding increase of approximately \$113 million. The revision was referred by the Programming and Allocations Committee on December 11, 2019, and approved by the MTC Commission on December 18, 2019. Caltrans approval was received on January 2, 2020, and final federal approval was received on February 26, 2020. Among other changes, this revision:

- Updates the funding plans of two Water Emergency Transportation Authority projects to reflect the latest programming decisions;
- Updates four Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect changes in funding and scope;
- Updates the funding plan and back-up listing of the Highway Bridge Program grouped listing, amends one exempt project back into the TIP and revises the funding plan of another project to reflect the latest information from Caltrans; and
- Updates the funding plans and back-up listings of two Caltrans managed State Highway Operation and Protection Program (SHOPP) grouped listings to reflect the latest information from Caltrans.

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

Revision 2019-28 is an administrative modification that revises seven projects with a net funding increase of \$3 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 26, 2020. Among other changes, this revision:

- Updates the funding plans of three Surface Transportation Block Grant Program (STP) funded projects to reflect the latest programming decisions;
- Updates the funding plan of the California Ave. Roundabouts project in the City of Napa to reflect the latest programming decisions including the addition of \$280,000 in State Highway Operations and Protection Program (SHOPP) funds; and
- Updates the funding plan and back-up listing for the Local Highway Bridge Program to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$280,000 in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-28, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-29 is an amendment that revises eight projects with a net funding increase of approximately \$1.8 million. The revision was referred by the Programming and Allocations Committee on January 8, 2020, and approved by the MTC Commission on January 22, 2020. Caltrans approval was received on January 30, 2020, and final federal approval was received on February 26, 2020. Among other changes, this revision:

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

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

Revision 2019-30 is an administrative modification that revises 56 projects with a net funding increase of \$53 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on May 1, 2020. Among other changes, this revision:

- Updates the funding plans of 17 Transit Capital Priorities funded projects to reflect the latest programming decisions;
- Updates the funding plans of 18 projects to reflect the recent adoption of the 2020 State Transportation Improvement Program (STIP) by the California Transportation Commission (CTC);
- Combines the ongoing funds for five transit operating project listings and four transit preventive maintenance project listings into two new grouped listings; and
- Updates the funding plans and back-up listings for four existing grouped listings to reflect the latest information from Caltrans including the addition of \$41.8 million in State Highway Operation and Protection Program (SHOPP) funding and \$3.4 million in Section 130 Railroad-Highway Crossing Program funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$4 million in STIP funds, \$41.8 million in SHOPP funds, and \$3.4 million in Section 130 Railroad-Highway Crossing Program funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-30, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

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

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

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

Revision 2019-32 is an administrative modification that revises 13 projects with a net funding increase of \$57 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 12, 2020. Among other changes, this revision:

- Updates the funding plans of three projects to reflect the reprogramming of repurposed earmark funds between the Alameda County Transportation Commission's GoPort projects;
- Updates the funding plans of three projects to reflect changes in the Transit Capital Priorities (TCP) and the Low Carbon Transit Operations Program (LCTOP);
- Updates the Bay Area Rapid Transit (BART) District's Railcar Procurement Program to reflect the award of \$107 million in Transit and Intercity Rail Capital Program (TIRCP) funds with no change to the total cost of the program; and
- Updates the funding plans and back-up listings for four existing grouped listings to reflect the latest information from Caltrans including the addition of \$53 million in State Highway Operation and Protection Program (SHOPP) funding.

The administrative modification is financially constrained by year and MTC relies on existing regional capacity in the amount of \$2.6 million and on the State's programming capacity in the amount of \$1 million in LCTOP, \$107 million in TIRCP, and \$53 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. Funding in years outside the active years of the TIP has been decreased by \$107 million. MTC's 2019 TIP, as revised with Revision No. 2019-32, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-33 is an amendment that revises 12 projects with a net funding increase of approximately \$4.1 million. The revision was referred by the Programming and Allocations Committee on March 11, 2020, and approved by the MTC Commission on March 25, 2020. Caltrans approval was received on April 2, 2020, and final federal approval was received on June 3, 2020. Among other changes, this revision:

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

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

Revision 2019-34 is an administrative modification that revises two projects with a net funding increase of \$280 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on July 15, 2020. Among other changes, this revision:

- Updates one project to reflect changes in the Transit Capital Priorities program; and
- Updates the funding plan and back-up listing for one grouped listing to reflect the latest information from Caltrans including the addition of \$280 million in State Highway Operation and Protection Program (SHOPP) funding.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$40 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. Funding in years outside the active years of the TIP has been increased by \$240 million. MTC's 2019 TIP, as revised with Revision No. 2019-34, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-35 is an amendment that revises the I-680 Express Lane Gap Closure Project in Alameda County to maintain consistency with the Amended Plan Bay Area 2040, including a net increase in funding of approximately \$86 million. The revision was approved by the MTC Commission on May 27, 2020. Caltrans approval was received on June 2, 2020 and final federal approval was received on July 21, 2020. Changes made with this revision do not conflict with the financial constraint requirements. The revision of this project to the 2019 TIP requires a new Transportation-Air Quality Conformity Analysis on the Amended Plan Bay Area 2040 and the Amended 2019 TIP. In accordance with MTC's public participation plan, this amendment and conformity analysis were released for public review on March 26, 2020 and the public review period ended on April 24, 2020.

Revision 2019-36 is an amendment that revises 29 projects with a net funding increase of approximately \$350 million. The revision was approved by the MTC Commission on May 27, 2020. Caltrans approval was received on June 2, 2020 and final federal approval was received on June 23, 2020. Among other changes, this revision:

- Amends two new projects into the TIP and updates six other projects to reflect the recent adoption of the 2020 State Transportation Improvement Program (STIP) by the California Transportation Commission (CTC);

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

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

Revision 2019-37 is an administrative modification that revises seven projects with a net funding increase of \$4 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on September 1, 2020. Among other changes, this revision:

- Updates two projects to reflect grants from the Affordable Housing and Sustainable Communities (AHSC) program; and
- Updates the funding plans for two regional Surface Transportation Block Grant Program funded projects to reflect the latest schedules.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$6.8 million in AHSC funds to reflect the net change in funding over the four years of the TIP. Funding from other sources decreased by a total of \$2.9 million across all program years. MTC's 2019 TIP, as revised with Revision No. 2019-37, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-38 is an amendment that revises 32 projects with a net funding increase of approximately \$787 million. The revision was referred by the Programming and Allocations Committee on June 10, 2020, and approved by the MTC Commission on June 24, 2020. Caltrans approval was received on July 13, 2020, and final federal approval was received on July 21, 2020. Among other changes, this revision:

- Adds 26 new projects to the TIP to reflect the programming of Coronavirus Aid, Relief, and Economic Security (CARES) Act funds to the region's transit operators;
- Adds three new projects to the TIP to reflect the funding available through the Transit Capital Priorities (TCP) Program; and
- Updates the funding plan of one project and deletes one project to reflect the latest programming decisions in the North Bay Priority Conservation (PCA) Area Grant Program.

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

Revision 2019-39 is an administrative modification that revises 69 projects with a net funding increase of \$1.2 billion. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on October 15, 2020. Among other changes, this revision:

- Updates the funding plans of ten regional Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, four Active Transportation Program (ATP) funded projects and 10 other state and federally funded projects to reflect changes in the projects' schedules;
- Updates the funding plans and back-up listings of eight State Highway Operation and Protection Program (SHOPP) funded group listings and one STP/CMAQ funded group listing to reflect the latest information from Caltrans including the addition of \$1.25 billion in SHOPP funding across all program years;
- Updates the funding plans of seven projects funded through various state and federal programs to reflect the latest programming decisions;
- Updates the funding plans of four projects to reflect the programming of Coronavirus Aid, Relief, and Economic Security (CARES) Act funds to the region's transit operators; and
- Updates the funding plans of 25 projects to reflect changes in local funding programs.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$111,885 in repurposed earmark funds, \$1 million in State Coastal Conservancy funds, \$5 million in Passenger Ferry Grant Program funds, \$2.7 million in Proposition 1B funds, \$7 million in Road Repair and Accountability Act funds, and \$331 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-39, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-40 is an amendment that revises 16 projects with a net funding increase of approximately \$12 million. The revision was referred by the Programming and Allocations Committee on July 8, 2020, and approved by the MTC Commission on July 22, 2020. Caltrans approval was received on August 3, 2020, and final federal approval was received on August 18, 2020. Among other changes, this revision:

- Adds three new projects, updates six existing projects and deletes four projects to reflect changes in the Transit Capital Priorities program;
- Adds one new Surface Transportation Program/Congestion Mitigation and Air Quality Improvement program (STP/CMAQ) funded project and updates an existing STP/CMAQ funded project; and
- Adds one new Transit and Intercity Rail Capital Program (TIRCP) funded project.

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

Revision 2019-41 is an administrative modification that revises 12 projects with a net funding increase of \$226 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on December 11, 2020. Among other changes, this revision:

- Updates the funding plans of two projects in Napa County to reflect the transfer of \$2 million in Congestion Mitigation and Air Quality Improvement Program funds;
- Updates the funding plan of one project to reflect changes in the Active Transportation Program;
- Updates the funding plans and back-up listings of four State Highway Operation and Protection Program (SHOPP) funded group listings and the Local Highway Bridge Program (HBP) group listing to reflect the latest information from Caltrans including the addition of \$123 million in SHOPP and \$24 million in HBP funding across all program years; and
- Updates the funding plan and back-up listing of one group listing to reflect the recent adoption of Cycle 6 of the Lifeline Transportation Program.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$66 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC relies on existing programming capacity for the remaining funds. MTC's 2019 TIP, as revised with Revision No. 2019-41, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-42 is a pending administrative modification.

Revision 2019-43 is an amendment that revises 25 projects with a net funding increase of approximately \$53 million. The revision was referred by the Programming and Allocations Committee on September 9, 2020 and approved by the MTC Commission on September 23, 2020. Caltrans approval was received on October 15, 2020, and final federal approval was received on October 28, 2020. Among other changes, this revision will:

- Amend nine new exempt projects into the TIP and archive one existing project to reflect changes in the Transit Capital Priorities program;
- Amend three new exempt projects into the TIP and update three existing projects to reflect the latest Regional Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) programming decisions;
- Update Bay Area Rapid Transit's (BART) Transit Oriented Development (TOD) Implementation project to reflect the recent award of Federal Transit Administration TOD Planning Grant funds; and
- Archive four projects as they have been completed or all federal funds have been obligated and delete one project as it will not move forward.

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

Revision 2019-44 is a pending administrative modification.

Revision 2019-45 is an amendment that revises 139 projects with a net funding increase of approximately \$1 billion. The revision was referred by the Programming and Allocations Committee on October 14, 2020 and approved by the MTC Commission on October 28, 2020. Caltrans approval was received on November 17, 2020, and final federal approval was received on December 9, 2020. Among other changes, this revision will:

- Add one new Active Transportation Program (ATP) funded project and update one existing ATP funded project to reflect the latest programming decisions;
- Add one new project to the TIP and update the funding plans of 21 existing projects to reflect the programming of Coronavirus Aid, Relief, and Economic Security (CARES) Act funds to the region's transit operators;
- Add six new projects to the TIP to reflect the award of grants from the Advanced Transportation and Congestion Management Technologies Deployment Program, the Automated Driving System Demonstration Grant Program, the Trade Corridor Enhancement Program, the Transit and Intercity Rail Capital Program, and MTC's Regional Exchange Program;
- Update 22 projects to reflect changes in local funding programs;
- Add one new project funded through the Regional Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) and update four existing STP/CMAQ funded projects;
- Add two new projects funded through the Transit Capital Priorities (TCP) Program and update three existing TCP Program funded projects;
- Archive 65 individual project listings and three group listings as the projects have been completed or all funding has been obligated; and
- Delete eight projects as they will not move forward at this time.

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

Revision 2019-46 is a pending administrative modification.

Revision 2019-47 is an amendment that revises 14 projects with a net funding increase of approximately \$313 million. The revision was referred by the Programming and Allocations Committee on December 9, 2020 and approved by the MTC Commission on December 16, 2020. Caltrans approval is expected in late January 2021, and final federal approval is expected in mid-February 2021. Among other changes, this revision will:

- Add two new projects and update one existing project to reflect the award of grants through the Trade Corridor Enhancement Program, the Solutions for Congested Corridors Program and the Transit and Intercity Rail Capital Program;
- Split out the ongoing payments for the US-101 Doyle Drive Replacement project into a separate listing and archive the main US-101 Doyle Drive Replacement project listing as the improvements have been completed;
- Update the funding plan of SolTrans's Data Management Technology Enhancements project to reflect the programming of Transit Capital Priorities (TCP) Program funds;

- Add one new Recreational Trails Program funded grouped listing to the TIP and update the funding plans of three existing, individually listed, Highway Bridge Program funded projects to reflect the latest information from Caltrans; and
- Archive one project as all federal funding for the project has been obligated.

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

Revision 2019-48 is an amendment that revises two projects with no net change in the amount of funding programmed. The revision was referred by the Programming and Allocations Committee on January 13, 2021 and approved by the MTC Commission on January 27, 2021. Caltrans approval is expected in late February 2021, and final federal approval is expected in mid-March 2021. This revision will update the descriptions of two of the City of San Jose's projects to include pavement preservation and update the funding plan of one of these projects. Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0052 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 12/3/2020 **In control:** Programming and Allocations Committee
On agenda: 1/13/2021 **Final action:**
Title: MTC Resolution Nos. 4430, Revised and 4431, Revised. Allocation of \$2.2 million in FY 2020-21 Transportation Development Act (TDA) funds and State Transit Assistance (STA) funds to Petaluma and SMART to support transit operations.

Sponsors:

Indexes:

Code sections:

Attachments: [7e - 21-0052 - Resos 4430-4431 Allocation to SMART and Petaluma.pdf](#)
[2e - 21-0052 - Resos 4430-4431 Allocation to SMART and Petaluma.pdf](#)

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

Subject:

MTC Resolution Nos. 4430, Revised and 4431, Revised. Allocation of \$2.2 million in FY 2020-21 Transportation Development Act (TDA) funds and State Transit Assistance (STA) funds to Petaluma and SMART to support transit operations.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

January 13, 2021

Agenda Item 2e - 21-0052

MTC Resolution Nos. 4430, Revised and 4431, Revised

Subject: Allocation of \$2.2 million in FY2020-21 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to SMART and Petaluma to support transit operations.

Background: This month's proposed actions continue the annual allocation process of TDA and STA funds for FY2020-21. These funds are a significant source of operational and capital support for the region's transit operators. This month, allocations to SMART and Petaluma are proposed as shown in the table below. These allocations are consistent with revenue estimates for this fiscal year. Allocation requests that are \$1 million or less are approved separately through the Executive Director's Delegated Authority process.

amounts in millions

Transit Operator/ Claimant	TDA Resolution No. 4430	STA Resolution No. 4431	Total
Petaluma Transit	\$ 1.1	\$ -	\$ 1.1
SMART		\$ 1.1	\$ 1.1
Total	\$ 1.1	\$ 1.1	\$ 2.2

Sonoma-Marin Area Rail Transit (SMART)

For FY 2020-21, SMART's operating budget is \$35.8 million with nineteen percent, or \$6.9 million, of the funding coming from the federal Coronavirus Aid, Relief, and Economic Security (CARES) Act. The total STA funds of \$1.5 million makes up just four percent of SMART's operating revenue, while dedicated sales tax revenue comprise the majority of the agency's operating funds. Although SMART has sufficient reserves to fully fund its operating budget, they continue to practice cost-savings by operating reduced service, eliminating positions, and implementing one time-savings due to uncertainty about future revenue. Additionally, recent refinancing of the construction bond to build the SMART system will provide some ongoing annual savings. Construction of the Windsor extension has been halted due to Regional Measure 3 funding uncertainty. A mid-year budget assessment is planned.

SMART's weekday service is currently 42 percent of pre-COVID levels and weekend/holiday service is currently suspended. Ridership is about 14 percent of pre-pandemic levels. Fare collection was never suspended on SMART. SMART began participation in the Clipper START program with a 50 percent fare discount on November 23, 2020.

Petaluma Transit


For FY 2020-21, Petaluma Transit's operating budget is \$3.1 million, based on pre-COVID service levels. Petaluma Transit will use the \$1.1 million in federal CARES Act funds it received to cover approximately one-third of its budget, while TDA and STA funds combined comprise half of the agency's revenue. Petaluma has had some budget savings since school service is suspended, however that is offset by COVID-related expenses and lack of fare collection.

Fare collection is anticipated to resume in February 2021 after driver protective barriers have been installed. Petaluma Transit is also participating in Clipper START, offering a 20 percent discount. Fixed route service is currently at 80 percent of pre-COVID levels while ridership is current 35 percent of normal. Paratransit ridership is 85 percent of pre-pandemic levels.

Issues: None

Recommendation: Refer MTC Resolution Nos. 4430, Revised and 4431, Revised to the Commission for approval.

Attachments: MTC Resolution Nos. 4430, Revised and 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-DA
12/16/20-C 01/27/21-C

ABSTRACT

Resolution No. 4430, Revised

This resolution approves the allocation of fiscal year 2020-21 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

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

On July 22, 2020, Attachment A was revised to allocate funds to Livermore Amador Valley Transit Authority (LAVTA), Napa Valley Transportation Authority (NVTA), SolTrans, Sonoma County Transit, and Vacaville.

On September 23, 2020, Attachment A was revised to allocate funds to CCCTA, Fairfield, Golden Gate Bridge, Highway, and Transportation District (GGBHTD), Marin Transit, and San Francisco Municipal Transportation Agency (SFMTA).

On October 28, 2020, Attachment A was revised to allocate funds to Eastern Contra Costa Transit Authority (ECCTA or Tri Delta Transit).

On November 20, 2020 through Executive Director's to rescind funds from CCCTA at their request.

On December 16, 2020, Attachment A was revised to allocate funds to Santa Rosa.

On January 27, 2021, Attachment A was revised to allocate funds to Petaluma.

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, December 9, 2020, and January 13, 2021.

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

Re: Allocation of Fiscal Year 2020-21 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4430

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2020-21 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 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, 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

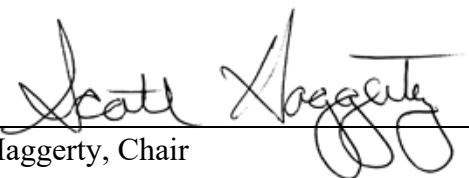
RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

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

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located; and, be it further

RESOLVED, that all TDA allocations are subject to continued compliance with MTC Resolution 3866, Revised, the Transit Coordination Implementation Plan.

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-DA
 12/19/20-C 01/27/21-C

Attachment A
 MTC Resolution No. 4430
 Page 1 of 2

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
 DURING FISCAL YEAR 2020-21

All TDA allocations are subject to continued compliance with MTC Resolution 3866,
 the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5801 - 99233.7, 99275 Community Transit Service - Operations						
VTA	Paratransit Operations	4,300,949	01	06/24/20	Santa Clara County	
AC Transit	Paratransit Operations	2,941,847	02	06/24/20	Alameda County	
	Subtotal	7,242,796				
5802 - 99260A Transit - Operations						
VTA	Transit Operations	81,718,041	03	06/24/20	VTA	
CCCTA	Transit Operations	21,522,389	04	06/24/20	CCCTA	
AC Transit	Transit Operations	39,194,685	05	06/24/20	AC Transit Alameda D1	
AC Transit	Transit Operations	10,401,518	06	06/24/20	AC Transit Alameda D2	
AC Transit	Transit Operations	4,764,837	07	06/24/20	AC Transit Contra Costa	
LAVTA	Transit Operations	9,941,236	08	07/22/20	LAVTA	
Sonoma County	Transit Operations	5,506,420	09	07/22/20	Sonoma County	
Sonoma County	Transit Operations	172,665	10	07/22/20	Petaluma	
SolTrans	Transit Operations	3,772,833	11	07/22/20	Vallejo/Benicia	
NVTA	Transit Operations	1,497,200	12	07/22/20	NVTA	
SFMTA	Transit Operations	35,847,950	18	09/23/20	SFMTA	
SFMTA	Transit Operations	1,886,687	19	09/23/20	San Francisco County	1
GGBHTD	Transit Operations	5,405,195	20	09/23/20	GGBHTD (Marin)	
GGBHTD	Transit Operations	4,434,197	21	09/23/20	GGBHTD (Sonoma)	
Fairfield	Transit Operations	1,919,984	22	09/23/20	Fairfield	
Fairfield	Transit Operations	882,747	22	09/23/20	Suisun City	
Marin Transit	Transit Operations	3,817,097	23	09/23/20	Marin Transit	
ECCTA	Transit Operations	7,765,938	25	10/28/20	ECCTA	
Santa Rosa	Transit Operations	4,500,000	28	12/19/20	Santa Rosa	
Petaluma	Transit Operations	1,066,002	29	01/27/21	Petaluma	
	Subtotal	246,017,621				

5803 - 99260A Transit - Capital

LAVTA	Transit Capital	2,298,700	13	07/22/20	LAVTA
NVTA	Transit Capital	2,763,521	14	07/22/20	NVTA
CCCTA	Transit Capital	1,494,000	24	09/23/20	CCCTA
ECCTA	Transit Capital	1,665,126	26	10/28/20	ECCTA
CCCTA	Transit Capital	(362,158)	24	11/20/20-DA	CCCTA
	Subtotal	7,859,189			

5804 - 99260A Paratransit - Operating

ECCTA	Paratransit Operations	1,042,182	27	10/28/20	ECCTA
	Subtotal	1,042,182			

5807 - 99400C General Public - Operating

Sonoma County	Transit Operations	1,591,839	15	07/22/20	Sonoma County
Sonoma County	Transit Operations	34,533	16	07/22/20	Petaluma
Vacaville	Transit Operations	1,314,318	17	07/22/20	Vacaville
	Subtotal	2,940,690			

TOTAL 265,102,478

Date: June 24, 2020
Referred by: PAC

Attachment B
Resolution No. 4430
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2020-21
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which Transportation Development Act funds are allocated under this resolution.

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California. Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

5. That pursuant to Public Utilities Code § 99233.7 funds available for purposes stated in TDA Article 4.5 can be used to better advantage by a claimant for purposes stated in Article 4 in the development of a balanced transportation system.

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant has submitted a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.

Transportation Development Act Article 8 Transit Funds

Public Utilities Code §§ 99400(c), 99400(d) and 99400(e)

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634.

Date: June 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
12/16/20-C 01/27/21-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).

Attachment A to this resolution was revised on December 16, 2020 to allocate funds to Santa Rosa.

Attachment A to this resolution was revised on January 27, 2021 to allocate funds to SMART.

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, November 20, 2020, December 9, 2020, and January 13, 2021.

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
 12/19/20-C 01/27/21-C

Attachment A
 MTC Resolution No. 4431
 Page 1 of 2

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
SMART	Transit Operations	1,089,118	21	01/27/20	SMART
	Subtotal	77,474,931			
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
Santa Rosa	Transit Operations	1,231,470	20	12/19/20	Sonoma County
	Subtotal	12,829,029			

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 108,863,286

Date: June 21, 2020
Referred by: PAC

Attachment B
Resolution No. 4431
Page 1 of 2

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

FINDINGS

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0051	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	12/3/2020	In control:		Programming and Allocations Committee	
On agenda:	1/13/2021	Final action:			
Title:	MTC Resolution No. 4433. FY 2020-21 Adopt the Transportation Development Act (TDA) Productivity Improvement Program (PIP).				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	7f - 21-0051 - Reso-4433 FY2020-21 TDA PIP.pdf 2f - 21-0051 - Reso-4433 FY2020-21 TDA PIP.pdf				

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

Subject:

MTC Resolution No. 4433. FY 2020-21 Adopt the Transportation Development Act (TDA) Productivity Improvement Program (PIP).

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

January 13, 2021

Agenda Item 2f - 21-0051

MTC Resolution No. 4433

Subject: FY 2020-21 Transportation Development Act (TDA) Productivity Improvement Program (PIP).

Background: In accordance with TDA legislation, MTC annually adopts a PIP, which is a set of projects to be undertaken by transit operators in the region in the near-term to improve productivity and lower operating costs. Before MTC can allocate TDA or State Transit Assistance (STA) funds to transit operators for FY 2021-22, MTC must approve the FY 2020-21 PIP and affirm that operators have made a reasonable effort to implement their PIP project(s).

Staff understands that the unprecedented conditions created by the COVID-19 pandemic may affect operators' ability to implement the PIP projects and control operating costs. All operators are responding to the pandemic by adjusting operations as appropriate, with a goal to provide sustainable transit service to their communities within fiscal constraints. MTC understands the strain that transit agencies are currently experiencing but must adopt the PIP as required by statute.

Attachment 1 to this memo summarizes the PIP projects for each operator while Attachment A to this resolution provides a more detailed description of all PIP projects. Historically, PIP projects were derived from recommendations made in the operators' most recently completed triennial TDA performance audits conducted by an independent auditing firm. These recommendations must be included in the PIP as required by statute. PIP projects may also come from other plans or efforts at the agency.

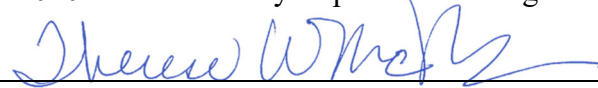
Since 2014, the large operators (AC Transit, BART, Caltrain, Golden Gate, SamTrans, SFMTA, and VTA) have had a project to implement their Transit Sustainability Project (TSP) Strategic Plan. Since COVID-19 has drastically restricted and reshaped travel and severely impacted transit ridership and revenue, the performance metrics identified in the TSP are suspended. A Blue Ribbon Transit Recovery Task Force has been convened by MTC to guide the future of the Bay Area's public transportation network as the region adjusts to new conditions created by the COVID-19 pandemic. All operators are participating in this Task Force either directly or through operator working groups. A Public Transit Transformation Action Plan will be developed by the Task Force. This plan is one of the PIP projects for Bay Area operators.

Last year, staff intended to recommend ways to modernize the PIP process. However, given the focus on the Blue Ribbon Transit Recovery Task Force and COVID-19 pandemic response, efforts to reform the PIP process will be considered at a later date.

Issues: None

Recommendation: Refer MTC Resolution No. 4433 to the Commission for approval.

Attachments: Attachment 1 – Summary of PIP Projects
MTC Resolution No. 4433
- Attachment A, Fiscal Year 2020-21 Productivity Improvement Program



Therese W. McMillan

Attachment 1 – Summary of PIP Projects

Regional Projects

Agency	Project	Status
AC Transit, BART, Caltrain, Golden Gate Transit, SamTrans, SFMTA, VTA	Transit Sustainability Project (TSP) Strategic Plan	Suspended
All operators	Transformational Transit Action Plan	New

Regional Operators

Agency	Project	Status
WETA	Mobile Ticketing Project	Completed
BART	Reduce Unscheduled Absences	Ongoing

Alameda County

Agency	Project	Status
LAVTA	Paratransit Service Data Project	New
Union City	Install Automated Vehicle Location and Counters on Fixed-Route Service	Completed

Contra Costa County

Agency	Project	Status
CCCTA (County Connection)	Bus Stop Access Improvement Project	Continuing
ECCTA (Tri Delta Transit)	Demand Response Productivity Improvement Project	New
WCCTA (WestCat)	Implement Strategies to Track Bus Service On-time Performance	Continuing

Marin County

Agency	Project	Status
Marin Transit	AVL Upgrades and On-Time Performance Integration	New
	Fare Policy Update	Completed

Napa County

Agency	Project	Status
NVRTA	VINE Bus Stop Informational Signs Upgrade	Continuing
	Preventable Accident Reduction Project	New

Solano County

Agency	Project	Status
Soltrans	Local Fare Increase	Suspended

Sonoma County

Agency	Project	Status
City of Petaluma	Real-Time Signage Installation at Major Bus Stops	Continuing
	Mechanical Failure Rate Reduction Project	New
	Preventable Accident Reduction Program	New
Santa Rosa	Trip Cancellations and No-shows Reduction Project	New
	Preventable Accident Reduction Project	New
	Mechanical Failure Rate Reduction Project	New

Date: January 27, 2021
W.I.: 1514
Referred By: PAC

ABSTRACT

Resolution No. 4433

This resolution adopts MTC's FY2020-21 Productivity Improvement Program (PIP).

This resolution includes the following attachments:

Attachment A: Productivity Improvement Program for Large and Small Transit Operators

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet for January 13, 2021.

Date: January 27, 2021
W.I.: 1514
Referred By: PAC

Re: MTC Productivity Improvement Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4433

WHEREAS, Public Utilities Code (PUC) section 99244 provides that each transportation planning agency shall annually identify, analyze, and recommend potential productivity improvements which could lower the operating costs of transit operators within the area under its jurisdiction; and

WHEREAS, as provided for in Government Code sections 66500 et seq., the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, PUC section 99244 provides that recommendations for improvements and productivity shall include, but not be limited to, those recommendations related to productivity made in the triennial performance audits of transit operators conducted pursuant to PUC section 99246; and

WHEREAS, in accordance with PUC section 99244, MTC is required each fiscal year, to make a finding that a transit operator has made a reasonable effort in implementing productivity improvement recommendations prior to approving the allocation of Transportation Development Act (TDA) funds in an amount greater than was allocated to the operator in the preceding fiscal year; and

WHEREAS, in accordance with PUC section 99314.7, MTC is required each fiscal year, to make a finding that a transit operator has made reasonable effort in implementing productivity improvements pursuant to PUC section 99244, prior to approving the allocation of State Transit Assistance (STA) funds to the operator for operating purposes; and

WHEREAS, in accordance with PUC section 99233.2, MTC may support the regional transportation planning process by providing technical assistance funding to transit operators or other entities to implement transit productivity improvements; now, therefore, be it

RESOLVED, that MTC adopts the productivity improvement projects set forth in Attachment A to this resolution, and incorporated herein by reference; and

RESOLVED, that MTC finds that all transit operators identified in Attachment A have made reasonable effort in implementing productivity improvements and are eligible for allocations of TDA and STA funds next fiscal year in accordance with PUC sections 99244 and 99314.7.

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 January 27, 2021.

Date: January 27, 2021
W.I.: 1514
Referred By: PAC

Attachment A
Resolution No. 4433
Page 1 of 7

Fiscal Year 2020-2021 Productivity Improvement Program

All Operators

Transit Operator: All Bay Area Transit Operators

Project Title: Transformational Transit Action Plan

Project Goal: Guide the future of the Bay Area's public transportation network as the region adjusts to new conditions created by the COVID-19 pandemic.

Project Description: The Blue Ribbon Transit Recovery Task Force was convened by MTC to guide the future of the Bay Area's public transportation network as the region adjusts to new conditions created by the COVID-19 pandemic. All operators are participating in this Task Force either directly or through operator working groups. There are four goals of the Blue Ribbon effort: 1. Recognize the recovery challenges facing transit agencies; 2. Advance equity in transit and through transit; 3. Identify near-term actions to implement beneficial long-term network management and governance reform, and; 4. Establish how current MTC and state transit initiatives should integrate with network management and governance reforms. The Task Force will develop a Transformational Transit Action Plan and submit it to MTC for consideration and possible adoption.

Estimated Completion Date: Summer 2021

Regional

Transit Operator: Bay Area Rapid Transit District (BART) (NEW)

Project Title: Reduce Unscheduled Absences

Project Goal: Curtail unscheduled absences.

Project Description: Develop and implement a process to reduce unscheduled absences including improving understanding of absences, target communication to employees with excessive absences, provide training to supervisors, and audit attendance.

Estimated Completion Date: Ongoing

Alameda County

Transit Operator: Livermore Amador Valley Transit Authority (LAVTA)

Project Title: Paratransit Service Data Project (NEW)

Project Goal: Continue to ensure that data is collected and reported accurately for paratransit service.

Project Description: LAVTA will work with its existing paratransit operator and new contractor service provider that will start in 2021 to ensure that data collection and reporting is set-up correctly and maintained. With a potential new contractor, LAVTA staff will increase oversight of data to ensure reporting accuracy. LAVTA is also considering contracting with County Connection for paratransit service which may eliminate the need for this project and increase efficiency and coordination of paratransit service across the two service areas.

Estimated Completion Date: Summer 2021

Contra Costa County

Transit Operator: Central Contra Costa Transit Authority (CCCTA)/ County Connection

Project Title: Bus Stop Access Improvement Project

Project Goal: Improve access to bus stops by providing passenger amenities, improved signage, and ADA accessibility.

Project Description: Recommendations in the Bus Stop Access Improvement Study will be implemented to improve passenger amenities, provide additional information to the public, and improve ADA accessibility.

Estimated Completion Date: December 2021

Transit Operator: Eastern Contra Costa Transit Authority/Tri Delta Transit

Project Title: Demand Response Productivity Improvement Project (NEW)

Project Goal: Improve the productivity of our Demand Response services to level above 3.1 Passengers per Revenue Hour.

Project Description: Tri Delta Transit will work with its Demand Response system vendors to update/improve system parameters to improve the efficiency of our Demand Response Services. This project includes improvements to the integrated voice response (IVR) system and re-drawing the polygon maps.

Estimated Completion Date: June 2022

Transit Operator: Western Contra Costa Transit Authority (WestCat)

Project Title: Implement Strategies to Track Bus Service On-time Performance

Project Goal: Obtain complete and accurate data on all aspects of the fixed-route service with new CAD/AVL/APC system.

Project Description: A new CAD/AVL/APC system will be tested on the commuter bus routes in late 2018. Depending on available funding, it will be implemented on the entire fixed-route fleet after testing is complete. This system will provide complete and accurate data for fixed-route service.

Estimated Completion Date: January 2021

Marin County

Transit Operator: Marin Transit

Project Title: AVL Upgrades and On-Time Performance Integration (NEW)

Project Goal: Improve the tracking of systemwide on-time performance

Project Description: Marin Transit monitors service reliability on the fixed route services using a combination of schedule adherence (route on-time performance) and missed service. Due to

incompatibilities between contractor AVL systems, route level on-time performance data is merged from two different systems (Syncromatics and INIT) to get a snapshot of performance. These two datasets have inherent incompatibilities and discrepancies in reporting methodologies. Thus, this data is not compiled, processed, and reported monthly or annually as part of the District's regular reporting. The AVL upgrade project will expand the current Syncromatics tracking system from Marin Transit's system to the vehicles operated under contract by Golden Gate Transit. This system will allow a single, consistent data set and allow the District to accurately report on-time performance across all services.

Estimated Completion Date: Spring 2021

Napa County

Transit Operator: Napa Valley Transportation Authority (NVTa)

Project Title: VINE Bus Stop Informational Signs Upgrade

Project Goal: Replace existing bus signage with new signs containing more customer service options and information.

Project Description: The new bus stop signs will inform riders of automated phone and text lines for information relating to bus service at the specific stop. The signs will also contain information on access to service information via internet or phone application for those possessing smart phones. The purpose of this is to direct some customer service questions to automated sources and reduce the amount of time spent answering routine questions by VINE staff thereby increasing customer service efficiency.

Estimated Completion Date: February 2021

Transit Operator: Napa Valley Transportation Authority (NVTa)

Project Title: Preventable Accident Reduction Project (NEW)

Project Goal: Take steps to reduce preventable accidents on NVTa's bus and paratransit services.

Project Description: NVTa attributes increases in preventable accidents due to high rates of driver attrition throughout the region that have resulted in the contractor hiring more individuals with driving experience. In that context, Transdev has developed and implemented a series of detailed measures to decrease the number of preventable accidents. Efforts include additional strategies to improve operator training and enhance monitoring activities to ensure that safety issues are identified and corrected before they have a chance to escalate further.

Estimated Completion Date: June 2021

Sonoma County

Transit Operator: Petaluma

Project Title: Real-Time Signage Installation at Major Bus Stops

Project Goal: Improve customer experience through the availability of real-time information at high ridership locations.

Project Description: Install real-time signage, using the existing Automated Vehicle Location (AVL) system, at bus stops on the Petaluma Transit system with the highest boardings or at key transfer points. Based on current funding and pricing, signs will be installed at 10-15 stops in the system.

Estimated Completion Date: Fall 2021

Transit Operator: Petaluma

Project Title: Mechanical Failure Rate Reduction Project *(NEW)*

Project Goal: Take steps to address recently increasing mechanical failure rates on the bus and paratransit services.

Project Description: This project will improve the mechanical failure rates in the bus fleet by providing additional oversight of vehicle maintenance and implementing best practices aimed at reducing the failure rate of the bus fleet

Estimated Completion Date: Fall 2021

Transit Operator: Petaluma

Project Title: Preventable Accident Reduction Program (NEW)

Project Goal: Take steps to reduce preventable accidents across the system

Project Description: This program has the following elements: 1. Review and update operator and dispatcher safety training and preventative maintenance programs; 2. Implement operator of the month program with an emphasis on safe vehicle operations; 3. Install safety improvements at the transit depot to increase safety at the facility, and 4. Develop and implement expanded operator and dispatcher safety protocols.

Estimated Completion Date: Summer 2021

Transit Operator: Santa Rosa

Project Title: Trip Cancellations and No-shows Reduction Project (NEW)

Project Goal: Continue efforts to reduce trip cancellations and no shows/late trip cancellations on the paratransit service.

Project Description: Trip cancellations and no shows/late trips increased in the most recent TDA audit period. These rates, previously being lower, should be reduced. Several measures (including resuming ongoing enforcement of current policies) are/will be enacted to assist in preventing and responding to these events.

Estimated Completion Date: June 2023

Transit Operator: Santa Rosa

Project Title: Preventable Accident Reduction Project (NEW)

Project Goal: Continue taking steps to reduce preventable accidents on the paratransit service.

Project Description: Preventable accident rates increased during the audit period. Efforts have been taken and will be taken to improve operator training and enhance monitoring activities to ensure safety issues are identified prior to becoming an incident.

Estimated Completion Date: June 2023

Transit Operator: Santa Rosa

Project Title: Mechanical Failure Rate Reduction Project (NEW)

Project Goal: Continue to address the recently increasing mechanical failure rates on the paratransit service.

Project Description: Mean distance between major failures and all failures declined during the audit period. These rates were previously better and should be brought back up to a higher standard. Newer vehicles and retention of qualified maintenance staff at the contractor will be enacted to assist in bringing improve the mechanical failure rate.

Estimated Completion Date: June 2023



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0033 **Version:** 1 **Name:**
Type: Resolution **Status:** Committee Approval
File created: 11/30/2020 **In control:** Programming and Allocations Committee
On agenda: 1/13/2021 **Final action:**
Title: STIP Amendment Request for Contra Costa County. Concurrence with STIP Amendment Request to reprogram \$9.2 million from I-80 San Pablo Dam Road interchange to the Bollinger Canyon Rd - Iron Horse Trail (IHT) Pedestrian and Bicycle Overcrossing project in Contra Costa County.

Sponsors:

Indexes:

Code sections:

Attachments: [7g - 21-0033 - STIP CCTA Amendment.pdf](#)
[2g - 21-0033 - STIP CCTA Amendment.pdf](#)

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

Subject:

STIP Amendment Request for Contra Costa County. Concurrence with STIP Amendment Request to reprogram \$9.2 million from I-80 San Pablo Dam Road interchange to the Bollinger Canyon Rd - Iron Horse Trail (IHT) Pedestrian and Bicycle Overcrossing project in Contra Costa County.

Presenter:

Karl Anderson

Recommended Action:

Committee Approval

Metropolitan Transportation Commission Programming and Allocations Committee

January 13, 2021

Agenda Item 2g - 21-0033

Concurrence Request for STIP Amendment

Subject: State Transportation Improvement Program (STIP) Amendment Request for the I-80 San Pablo Dam Road Interchange and the Iron Horse Trail (IHT) Pedestrian and Bicycle Overcrossing projects in Contra Costa County

Background: The Contra Costa Transportation Authority (CCTA) requests MTC's concurrence for a STIP amendment for two Contra Costa projects: the I-80 San Pablo Dam Road Interchange Phase 2 project and the Bollinger Canyon Road - Iron Horse Trail (IHT) Pedestrian and Bicycle Overcrossing project. MTC's 2020 Regional Transportation Improvement Program (RTIP), approved in December 2019, programmed \$9.2 million for the right-of-way phase of the I-80 San Pablo Dam Road Interchange Phase 2 project in FY 2021-22. The California Transportation Commission (CTC) approved this project in the 2020 STIP at its March 2020 meeting.

In the 2020 STIP, CCTA identified approximately \$70 million in future construction funding needed for phase 2 of the I-80 San Pablo Dam Road Interchange project. CCTA has not been able to secure the remaining funding for the construction phase of the project. Without identified funding for the remaining work, CCTA cannot complete the right-of-way phase in FY 2021-22. Therefore, to best utilize available funding, CCTA requests MTC concur with the reprogramming of \$9.2 million in STIP funds to the IHT project for construction in FY 2021-22. The Iron Horse trail project will construct a bicycle and pedestrian overcrossing over Bollinger Canyon Road, creating a seamless trail experience for users of the regional Iron Horse Trail. The IHT project has cleared the environmental phase and is currently in final design.

Despite being underfunded, the I-80 San Pablo Dam Road Interchange project remains a high priority project to CCTA as it is located along a major freight corridor and is needed to upgrade the interchange to current standards. CCTA will continue to work with the state and MTC to develop a full funding plan for the Interchange project.

Since this action proposes to amend the STIP to reprogram funds, Committee action is required to concur with the proposed amendment consistent with the 2020 RTIP Policies and Procedures (MTC Resolution No. 4398).

The current and proposed 2020 STIP programming is shown below.

Existing Programming:

<u>PPNO</u>	<u>Sponsor</u>	<u>Phase</u>	<u>Amount</u>	<u>FY</u>	<u>Title</u>
0242K	CCTA	ROW	\$9,200,000	21/22	I-80 San Pablo Dam Rd. I/C

Proposed Programming:

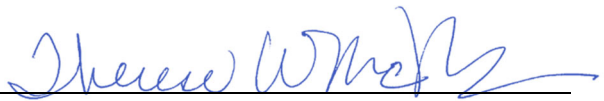
<u>PPNO</u>	<u>Sponsor</u>	<u>Phase</u>	<u>Amount</u>	<u>FY</u>	<u>Title</u>
0242K	CCTA	ROW	<u>\$0</u>	21/22	I-80 San Pablo Dam Rd. I/C
<u>New</u>	<u>CCTA</u>	<u>CON</u>	<u>\$9,200,000</u>	<u>21/22</u>	<u><i>Iron Horse Trail Overcrossing over Bollinger Canyon Road</i></u>

The CTC is scheduled to notice the proposed STIP amendment at its January meeting and is expected to act on the amendment at the March 24-25, 2021 meeting.

Issues: None.

Recommendation: Approve the requested STIP amendment concurrence from CCTA and direct staff to send a letter of concurrence to Caltrans and CTC.

Attachments: Attachment 1: CCTA STIP Amendment Request Letter



Therese W. McMillan



CONTRA COSTA
transportation
authority

COMMISSIONERS

November 19, 2020

Julie Pierce, Chair

Therese McMillan

Teresa Gerringer,
Vice Chair

Executive Director

Newell Arnerich

Metropolitan Transportation Commission

Tom Butt

375 Beale St, Suite 800

San Francisco, CA 94105

Federal Glover

Attention: Karl Anderson

Loella Haskew

Re: Request for STIP Amendment to Reprogram Funds

David Hudson

Dear Ms. McMillan:

Chris Kelley

Karen Mitchoff

Kevin Romick

Robert Taylor

The Contra Costa Transportation Authority (CCTA) is requesting the reprogramming of \$9.2 million in State Transportation Improvement Program (STIP) funds currently programmed for right-of-way clearance activities on I-80/San Pablo Dam Road Interchange – Phase 2 (PPNO 242K) in Fiscal Year (FY) 2021-22 to a new project. The new project is the Bollinger Canyon Road – Iron Horse Trail Pedestrian and Bicycle Overcrossing. The reprogrammed funds will be used for the construction phase of the project, which is expected to start in FY 2021-22. The Bollinger Canyon Road – Iron Horse Trail Pedestrian and Bicycle Overcrossing has CEQA/NEPA clearance and is currently in the design phase.

Randell H. Iwasaki,
Executive Director

The I-80/San Pablo Dam Road Interchange – Phase 2 has a significant funding shortfall (approximately \$70 million). Due to the large funding shortfall and lack of local matching funds, CCTA's attempts to secure the remaining funding for the project have not been successful. Without secured funding for the construction phase, CCTA is unable to proceed with the right-of-way phase at this time. The project remains a high priority to CCTA as it is located along a major freight corridor and is needed to upgrade the interchange to current standards. CCTA looks forward to working with the State in developing a funding plan to advance the project. In 2017, CCTA successfully completed the initial phase of the project at a cost of \$42 million using Measure J sales tax, Regional Measure 2 bridge tolls, local and STIP funds.

Thank you for processing the requested STIP amendment. Please do not hesitate to contact Hisham Noeimi at (925) 256-4731 or via email at hnoeimi@ccta.net if you have any questions.

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE:
925.256.4700
FAX: 925.256.4701
www.ccta.net

Sincerely,

Randell H. Iwasaki
Executive Director

Enclosures:

Project Programming Request

Resolution of Local Support



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0108	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	12/10/2020	In control:		Administration Committee	
On agenda:	1/13/2021	Final action:			
Title:	MTC Resolution No. 4422, Revised - MTC FY 2020-21 Agency Operating Budget Amendment				

Staff recommends approval of MTC Resolution No. 4422, Revised, Amendment 2, increasing the MTC FY 2020-21 Agency Operating Budget by \$200,000. The increased cost will be covered by an increase in the transfer from the undesignated operating reserve which had an estimated balance of \$32 million at the start of FY 2020-21.

Sponsors:

Indexes:

Code sections:

Attachments: [8a - 21-0108 - Reso-4422 FY2020-21 MTC Operating and Capital Budgets Amendment.pdf](#)
[3a - 21-0108 - Reso-4422 FY2020-21 MTC Operating and Capital Budgets Amendment.pdf](#)

Date	Ver.	Action By	Action	Result
1/13/2021	1	Administration Committee		

Subject:

MTC Resolution No. 4422, Revised - MTC FY 2020-21 Agency Operating Budget Amendment

Staff recommends approval of MTC Resolution No. 4422, Revised, Amendment 2, increasing the MTC FY 2020-21 Agency Operating Budget by \$200,000. The increased cost will be covered by an increase in the transfer from the undesignated operating reserve which had an estimated balance of \$32 million at the start of FY 2020-21.

Presenter:

Brian Mayhew

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Administration Committee

January 13, 2021

Agenda Item 3a - 21-0108

MTC Resolution No. 4422, Revised – MTC FY 2020-21 Agency Operating Budget Amendment

Subject: Staff recommends approval of MTC Resolution No. 4422, Revised, Amendment 2, increasing the MTC FY 2020-21 Agency Operating Budget by \$200,000. The increased cost will be covered by an increase in the transfer from the undesignated operating reserve which had an estimated balance of \$32 million at the start of FY 2020-21.

Staff is requesting an increase of \$200,000 in the FY 2020-21 MTC Operating Budget to accommodate the partial reimbursement of employees for certain home office expenses, including internet services and necessary equipment upgrades incurred on behalf of MTC and made necessary by the current work-from-home requirements aligned to COVID-19 local public health directives.

Background: The Commission is well aware of the impromptu circumstances under which employees have been required to work since the initial shelter-in-place orders issued in March 2020. All too often employees had to make do with inadequate internet connections, undersized monitors and printers and even poor ergonomic conditions. In fact, a major challenge faced by employees from home through our wellness surveys was the need for better equipment and ergonomic furniture.

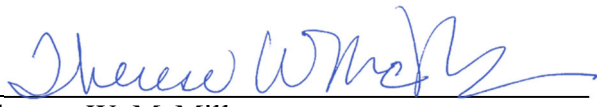
Staff has developed a plan designed to support our employees and improve their efforts to work from home. The components are:

- Internet stipend \$150: To be provided to all employees for utilization of their home internet connection required to perform their work, and to communicate with their colleagues and MTC in general. We propose a one-time stipend of \$150 per employee to partially offset the cost of utilizing the home internet for MTC business purposes.
- Home Office Equipment \$450: Inadequate equipment and ergonomics is a serious challenge to efficiency and employee health. We propose to provide a one-time reimbursement to employees in an amount up to \$450 for home equipment improvements purchased since the start of the work-from-home order. Staff will be reimbursed for upgrades such as better monitors, printers, lighting and office chairs.

The program is modeled after a similar program that has been quite successful at the Bay Area Air Quality Management District. We believe this program will go a long way to improve the working conditions and relieve at least some of the challenges our staff is going through in the current environment. The Operating Budget will remain in balance with the operating reserve transfer increased from \$968,000 to \$1,168,000 to cover the increased cost.

Recommendation: Staff recommends that the Committee approve the referral of MTC Resolution No. 4422, Revised amending the MTC FY 2020-21 Agency Operating Budget to the Commission for approval.

Attachments: MTC Resolution No. 4422, MTC FY 2020-21 Agency Operating Budget. Attachment B, and Attachment C



Therese W. McMillan

Date: June 24, 2020
W.I.: 1152
Referred By: Administration
Revised: 10/28/20-C
01/27/21-C

ABSTRACT

Resolution No. 4422, Revised

This resolution approves the Agency Budget for FY 2020-21

Further discussion of the agency budget is contained in the Administration Committee Summary Sheets dated June 10, 2020. A budget is attached as Attachments A, B and C.

Attachments A and B to the resolution were revised on October 28, 2020. The revision includes addition of new grant award funded by Senate Bill 1 (SB1) State Highway Account (SHA) Sustainable Communities grant; shifts the FTA 5304-funded Bay Area Regional Rail Partnerships: Project Delivery and Governance Project from Work Element 1517 to 1521 due to Caltrans updated requirement; includes \$620,000 under Work Element 1618 to continue implementation activities on the California Air Resource Board (CARB) grant; and other minor budget shifts and updates. The budget as revised remains balanced.

Attachment A to the resolution was revised on January 27, 2021. The revision is to increase the operating expense budget by \$200,000 to reimburse employees for certain home office expenses made necessary by the work-from-home requirement. The budget as revised remains balanced.

Date: June 24, 2020
W.I.: 1152
Referred By: Administration

Re: Metropolitan Transportation Commission's Agency Budget for FY 2020-21

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4422

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

WHEREAS, on May 27, 2020 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2020-21 with the adoption of MTC Resolution No. 4421; and

WHEREAS, the OWP identifies MTC's unified work program for FY 2020-21; and

WHEREAS, the final draft MTC Agency Budget for FY 2020-21 as reviewed and recommended by the Administration Committee will be consistent with the OWP as adopted pursuant to MTC Resolution No. 4421; now, therefore, be it

RESOLVED, that MTC's Agency Budget for FY 2020-21, prepared in accordance with generally accepted accounting principles and modified accrual, attached hereto as Attachment A, and incorporated herein as though set forth at length, is approved; and, be it further

RESOLVED, that the Executive Director or designee may approve adjustments among line items in the MTC operating budget for FY 2020-21, provided that there shall be no increase in the overall MTC operating budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC delegates to its Administration or Operations Committees the authority to approve all contracts and expenditures in MTC's Agency Budget for FY 2020-21, providing that there shall be no increase in the overall budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall submit written requests to the Administration or

Operations Committees for approval of consultants, professional services, and expenditures authorized in the MTC Agency Budget for FY 2020-21; and, be it further

RESOLVED, that MTC's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2020-21; and, be it further

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

RESOLVED, that the Commission authorizes the designation of certain reserves for FY 2020-21 as follows: Benefits, Liability, Compensated Absences, Encumbrances, Building, Unfunded Pension Obligation, Other Post-Employment Benefits (OPEB) and Capital and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside \$1,000,000 for computer capital and replacement. The Chief Financial Officer is authorized to utilize the funds in the Benefits Reserve to meet any obligations resulting from the requirements of or changes in the employee labor agreements or for the purpose of prepaying or retiring unfunded pension or OPEB Liability. No additional expenditures shall be authorized from any designated reserves authorized by MTC's Agency Budget for FY 2020-21 without prior authorization of the Administration Committee; and, be it further

RESOLVED, that the total of full time regular and project term limited employees is established at 300 and will not be increased without approved increase to the appropriate FY 2020-21 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2020-21 budgets; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at remote locations on June 24, 2020.

Date: June 24, 2020
W.I.: 1152
Referred By: Administration
Revised: 10/28/20-C
01/27/21-C

Attachments A, B, C
Resolution No. 4422

METROPOLITAN TRANSPORTATION COMMISSION

AGENCY BUDGET

FY 2020-21

TABLE OF CONTENTS

	<u>Page</u>
Budget Summary	1
Revenue Detail	2
Expense Summary	3
Contractual Services	5

METROPOLITAN TRANSPORTATION COMMISSION

BUDGET FY 2020-21

SUMMARY

OPERATING REVENUE-EXPENSE SUMMARY

Attachment A

	FY 2020-21 Amendment No. 1	FY 2020-21 Amendment No. 2	% Inc./Dec	Change \$ Inc./Dec
General Planning Revenue	\$ 30,002,076	\$ 30,002,076	0%	\$ -
Other MTC Revenue	\$ 1,280,500	\$ 1,280,500	0%	\$ -
Transfers from other Funds	\$ 35,975,973	\$ 35,975,973	0%	\$ -
Local Revenue Grants	\$ 10,123,636	\$ 10,123,636	0%	\$ -
Total Operating Revenue	\$77,382,185	\$77,382,185	0%	\$ -
Total Operating Expense	\$78,350,776	\$78,550,776	0%	\$ 200,000
Operating Surplus (Shortfall)	(\$968,591)	(\$1,168,591)	21%	\$ (200,000)

PART2: CAPITAL PROJECTS REVENUE-EXPENSE SUMMARY

Total Annual Capital Revenue	\$1,506,000	\$ 1,506,000	0%	\$ -
Total Annual Capital Expense	\$1,506,000	\$ 1,506,000	0%	\$ -
Capital Surplus(Shortfall)	\$0	\$0	N/A	\$ -
TOTAL FISCAL YEAR SURPLUS (SHORTFALL)	(\$968,591)	(\$1,168,591)	21%	\$ (200,000)

PART3: CHANGES IN RESERVES

Transfer To Designated Reserve	\$0	\$0
Net MTC Reserves - in(out)	(\$968,591)	(\$1,168,591)
Current Year Ending Balance	\$0	\$0

	FY 2020-21 Amendment No. 1	FY 2020-21 Amendment No. 2	Change % Inc./Dec	Change \$ Inc./Dec
General Planning Revenue				
FTA Section 5303	\$ 3,730,640	\$ 3,730,640	0%	\$ -
FTA 5303 FY 20 Est. C/O	\$ 1,616,707	\$ 1,616,707	0%	\$ -
FTA 5304 - BART Metro	\$ 466,559	\$ 466,559	0%	\$ -
FTA 5304 - Rail Partnership	\$ 400,000	\$ 400,000	N/A	\$ -
FHWA PL	\$ 8,540,197	\$ 8,540,197	0%	\$ -
FHWA PL FY'20 Est. C/O	\$ 491,730	\$ 491,730	0%	\$ -
SB1 - FY 2018-19 Formula Est. C/O	\$ 244,779	\$ 244,779	0%	\$ -
SB1 - Adaptation Planning	\$ 270,781	\$ 270,781	N/A	\$ -
SB1 - FY 2020-21 Formula	\$ 2,106,140	\$ 2,106,140	0%	\$ -
SB1 - FY 2019-20 Formula - Est. C/O	\$ 672,020	\$ 672,020	N/A	\$ -
SB1 - Road Maint. State Rt. 37	\$ 500,000	\$ 500,000	0%	\$ -
TDA (Planning/Administrative)	\$ 10,962,523	\$ 10,962,523	0%	\$ -
Subtotal: General Planning Revenue	\$ 30,002,076	\$ 30,002,076	0%	\$ -
Other MTC Revenue				
STIP-PPM	\$ 723,000	\$ 723,000	0%	\$ -
HOV lane fines	\$ 500,000	\$ 500,000	0%	\$ -
Interest	\$ 57,500	\$ 57,500	0%	\$ -
Subtotal: MTC Other Revenue	\$ 1,280,500	\$ 1,280,500	0%	\$ -
Operating Transfers				
BATA 1%	\$ 5,442,895	\$ 5,442,895	0%	\$ -
Transfer BATA RM2	\$ 1,140,000	\$ 1,140,000	0%	\$ -
BATA Reimbursements (Audit/misc. contracts)	\$ 627,668	\$ 627,668	0%	\$ -
Service Authority Freeways Expressways (SAFE)	\$ 1,831,142	\$ 1,831,142	0%	\$ -
OPEB Credit	\$ 1,000,000	\$ 1,000,000	N/A	\$ -
STA Transfer	\$ 7,477,166	\$ 7,477,166	0%	\$ -
CARES	\$ 1,908,416	\$ 1,908,416	N/A	\$ -
2% Transit Transfers	\$ 674,000	\$ 674,000	0%	\$ -
5% Transfers	\$ 281,706	\$ 281,706	0%	\$ -
Transfer in - Net of ABAG Membership Dues	\$ 543,000	\$ 543,000	0%	\$ -
Transfer in - Exchange Fund	\$ 261,015	\$ 261,015	0%	\$ -
BATA Operating for SFEP -Overhead	\$ 670,205	\$ 670,205	0%	\$ -
ABAG (for BARC)	\$ 173,335	\$ 173,335	0%	\$ -
ABAG Other Programs - Overhead	\$ 1,139,903	\$ 1,139,903	0%	\$ -
Express Lanes - Overhead	\$ 1,499,625	\$ 1,499,625	0%	\$ -
MTC Grant Funded - Overhead	\$ 3,438,861	\$ 3,438,861	0%	\$ -
Capital Programs - Overhead	\$ 2,424,141	\$ 2,424,141	0%	\$ -
BATA Transfer for employee benefits	\$ 5,442,895	\$ 5,442,895	0%	\$ -
Subtotal: Transfers from other funds	\$ 35,975,973	\$ 35,975,973	0%	\$ -
MTC Total Planning Revenue	\$ 67,258,549	\$ 67,258,549	0%	\$ -
Local Revenue Grants				
Misc. Revenue (PMP Sales)	\$ 1,350,000	\$ 1,350,000	0%	\$ -
TFCA (Regional Rideshare), Spare the Air.	\$ 1,500,000	\$ 1,500,000	0%	\$ -
BAAQMD (for BARC And WI1122)	\$ 639,898	\$ 639,898	0%	\$ -
LCTOP	\$ 5,220,738	\$ 5,220,738	N/A	\$ -
Cities	\$ 1,150,000	\$ 1,150,000	0%	\$ -
BART	\$ 263,000	\$ 263,000	N/A	\$ -
Subtotal: Local Revenue Grants	\$ 10,123,636	\$ 10,123,636	0%	\$ -
Total Current Year Revenue	\$ 77,382,185	\$ 77,382,185	0%	\$ -

	FY 2020-21 Amendment No. 1	FY 2020-21 Amendment No. 2	Change % Inc./Dec	Change \$ Inc./Dec
Operating Expense				
I. Salaries and Benefits	\$ 38,696,024	\$ 38,896,024	1%	\$ 200,000
MTC Staff - Regular	\$ 38,044,265	\$ 38,244,265	1%	\$ 200,000
Temporary Staff	\$ 509,672	\$ 509,672	0%	\$ -
Hourly /Interns	\$ 142,087	\$ 142,087	0%	\$ -
II. Travel and Training	\$ 432,500	\$ 432,500	0%	\$ -
III. Printing, Repro. & Graphics	\$ 50,000	\$ 50,000	0%	\$ -
IV. Computer Services	\$ 3,756,238	\$ 3,756,238	0%	\$ -
V. Commissioner Expense	\$ 150,000	\$ 150,000	0%	\$ -
VI. Advisory Committees	\$ 15,000	\$ 15,000	0%	\$ -
VII. General Operations	\$ 2,455,999	\$ 2,455,999	0%	\$ -
Subtotal of Op Exp Before Contractual Service	\$ 45,555,761	\$ 45,755,761	0%	\$ 200,000
IX. Contractual Services	\$ 32,795,015	\$ 32,795,015	0%	\$ -
Total Operating Expense	\$78,350,776	\$ 78,550,776	0%	\$ 200,000

RESERVE TRANSFER

	FY 2020-21 Amendment No. 1	FY 2020-21 Amendment No. 2	Change % Inc./Dec	Change \$ Inc./Dec
Annual Transfer from Reserve to Capital	\$ 566,000	\$ 566,000	0%	\$ -
Staff Equipment Purchase Program	\$ 250,000	\$ 250,000	0%	\$ -
Legal Reserve	\$ 690,000	\$ 690,000	0%	\$ -
Annual Transfer from Reserve	\$ 1,506,000	\$ 1,506,000	0%	\$ -

BAY AREA FORWARD PROJECT

	FY 2020-21 Amendment No. 1	FY 2020-21 Amendment No. 2	Change \$ Inc./Dec
Revenue			
STP	\$ 12,396,448	\$ 12,396,448	\$ -
CMAQ	\$ 1,000,000	\$ 1,000,000	\$ -
RM2 Capital	\$ 11,170,000	\$ 11,170,000	\$ -
SAFE Capital	\$ 650,000	\$ 650,000	\$ -
Exchange	\$ 1,585,000	\$ 1,585,000	\$ -
Local- Cities	\$ 7,350,000	\$ 7,350,000	\$ -
Total Revenue	\$ 34,151,448	\$ 34,151,448	\$ -
Expense			
Staff	\$1,162,652	\$ 1,162,652	\$ -
Consultants			
Design Alternative Assessments/Corridor Studies	\$ 2,500,000	\$ 2,500,000	\$ -
Dumbarton Forward Bike & Ped Improve/P&R Others	\$ 1,500,000	\$ 1,500,000	\$ -
Vehicle Occupancy Enforcement Program	\$ 400,000	\$ 400,000	\$ -
Napa Forward	\$ 1,790,000	\$ 1,790,000	\$ -
BBF (2016) West Grand Ave Bus/ HOV Lane Extension	\$ 4,645,000	\$ 4,645,000	\$ -
BBF (2016) ICM/Sterling Street/Other	\$ 1,700,000	\$ 1,700,000	\$ -
RSR Forward Bike & Ped Improve/Other	\$ 795,000	\$ 795,000	\$ -
Freeway Performance Impl. US 101	\$ 1,000,000	\$ 1,000,000	\$ -
BBF (2020) Freeway Performance I-80 Corridor/Powell	\$ 9,425,000	\$ 9,425,000	\$ -
BBF (2020) Freeway Performance I-580 Corridor	\$ 6,375,000	\$ 6,375,000	\$ -
Freeway Performance Impl. SR-37 / Other	\$ 1,000,000	\$ 1,000,000	\$ -
Freeway Performance Impl I-880	\$ 1,858,796	\$ 1,858,796	\$ -
Total Expense	\$34,151,448	\$ 34,151,448	\$ -

CONTRACTUAL SERVICES DETAIL
New Contractual and Professional Services

Contractual Services Detail - State and Local Funds

Work Element	Description/Purpose	FY 2020-21 Amendment No. 1	FY 2020-21 Amendment No. 2	Change \$ Inc./Dec)
1111	Support Commission Standing Committees			
	Planning Programs - Other	\$ 200,000	\$ 200,000	\$ -
	TOTAL	\$ 200,000	\$ 200,000	\$ -
1112	Implement Public Information Program and Tribal Government Coordination			
	Photography services for MTC/BATA	\$ 50,000	\$ 50,000	\$ -
	Design & Production Services	\$ 100,000	\$ 100,000	\$ -
	On-call Facilitation and Outreach	\$ 25,000	\$ 25,000	\$ -
	Digital Promotion & Analysis	\$ 70,000	\$ 70,000	\$ -
	On call Video Services	\$ 35,000	\$ 35,000	\$ -
	Social Media Consultants	\$ 75,000	\$ 75,000	\$ -
	Awards Program	\$ 55,000	\$ 55,000	\$ -
	Bike to Work	\$ 35,000	\$ 35,000	\$ -
	Public Records Management System	\$ 30,000	\$ 30,000	\$ -
	Transit Connectivity	\$ 15,000	\$ 15,000	\$ -
	Website Maintenance for Bay Bridge Info	\$ 30,000	\$ 30,000	\$ -
	YES Conference and BTWD Promo	\$ 25,000	\$ 25,000	\$ -
	Transit Polling	\$ 100,000	\$ 100,000	\$ -
	TOTAL	\$ 645,000	\$ 645,000	\$ -
1121	Regional Transportation Plan/Sustainable Communities			
	CALCOG MPO Coordination	\$ 45,000	\$ 45,000	\$ -
	Environmental Impact Report	\$ 500,000	\$ 500,000	\$ -
	Environmental Impact Report (Legal)	\$ 100,000	\$ 100,000	\$ -
	Plan Bay Area 2050 CBO Engagement	\$ 75,000	\$ 75,000	\$ -
	Plan Bay Area 2050 Digital Promotion/Social Media	\$ 75,000	\$ 75,000	\$ -
	Plan Bay Area 2050 Digital Tool Enhancements	\$ 100,000	\$ 100,000	\$ -
	Plan Bay Area 2050: Upgrades & Maintenance	\$ 75,000	\$ 75,000	\$ -
	Equity Analysis	\$ 40,000	\$ 40,000	\$ -
	SB1 FY 2019-20 Encumbered C/O	\$ 251,791	\$ 251,791	\$ -
	TOTAL	\$ 1,261,791	\$ 1,261,791	\$ -
1122	Analyze Regional Data Using GIS and Planning Models			
	Travel Model Research	\$ 350,000	\$ 350,000	\$ -
	Land Use Model Research	\$ 175,000	\$ 175,000	\$ -
	Travel Model Assistance	\$ 35,000	\$ 35,000	\$ -
	Transbay Rail Crossing	\$ 200,000	\$ 200,000	\$ -
	Travel Model Research - Unenc. c/o	\$ 377,031	\$ 377,031	\$ -
	Bay Area Spatial Info. System	\$ 150,000	\$ 150,000	\$ -
	TOTAL	\$ 1,287,031	\$ 1,287,031	\$ -
1125	Active Transportation Planning			
	Active Transportation Plan	\$ 100,000	\$ 100,000	\$ -
	Active Transportation Plan - Rebudget	\$ 150,000	\$ 150,000	\$ -
	Bike Count	\$ 75,000	\$ 75,000	\$ -
	TOTAL	\$ 325,000	\$ 325,000	\$ -
1127	Regional Trails			
	Bay Trail Cartographic Services	\$ 15,000	\$ 15,000	\$ -
	TOTAL	\$ 15,000	\$ 15,000	\$ -
1132	Advocacy Coalitions			
	Legislative advocates - Sacramento	\$ 144,000	\$ 144,000	\$ -
	Legislative advocates - Washington D.C.	\$ 400,000	\$ 400,000	\$ -
	TOTAL	\$ 544,000	\$ 544,000	\$ -
1152	Agency Financial Management			
	Financial Audit	\$ 441,000	\$ 441,000	\$ -
	OPEB Actuary	\$ 25,000	\$ 25,000	\$ -
	Financial System Evaluation/RFP	\$ 15,000	\$ 15,000	\$ -
	Bench Audits	\$ 100,000	\$ 100,000	\$ -
	Financial System Upgrade	\$ 125,000	\$ 125,000	\$ -
	HR/Payroll (December 2020)	\$ 23,750	\$ 23,750	\$ -
	TOTAL	\$ 729,750	\$ 729,750	\$ -
1153	Administrative Services			
	Organizational and Compensation	\$ 200,000	\$ 200,000	\$ -
	Ergonomics	\$ 60,000	\$ 60,000	\$ -
	San Jose State University	\$ 10,000	\$ 10,000	\$ -
	Internship Program High School	\$ 15,000	\$ 15,000	\$ -
	Internship Program College	\$ 15,000	\$ 15,000	\$ -
	HR EDMM Updates	\$ 200,000	\$ 200,000	\$ -
	Preference Programs and Compliance	\$ 150,000	\$ 150,000	\$ -
	TOTAL	\$ 650,000	\$ 650,000	\$ -
1161	Information Technology Services			
	Data Security Improvements	\$ 100,000	\$ 100,000	\$ -
	Web/DB Application Development/Integration	\$ 50,000	\$ 50,000	\$ -
	Website Operations Maintenance and Enhancement	\$ 200,000	\$ 200,000	\$ -
	Network Assistance	\$ 50,000	\$ 50,000	\$ -
	Process improvements - Automated Forms/Aapp	\$ 75,000	\$ 75,000	\$ -
	RTC	\$ 604,000	\$ 604,000	\$ -
	Contact DB	\$ 347,000	\$ 347,000	\$ -
	Regional Map	\$ 500,000	\$ 500,000	\$ -
	Replacement Device Deployment Program	\$ 95,000	\$ 95,000	\$ -
	Operations Support	\$ 234,500	\$ 234,500	\$ -
	Administrative Assistance	\$ 25,000	\$ 25,000	\$ -
	CoreBTS G2E Post Migration Support	\$ 25,000	\$ 25,000	\$ -
	Web Accessibility 508 On-Going O&M	\$ 25,000	\$ 25,000	\$ -
	Regional ITS Architecture	\$ 350,000	\$ 350,000	\$ -
	FasTrak Escalation	\$ 30,000	\$ 30,000	\$ -
	TOTAL	\$ 2,710,500	\$ 2,710,500	\$ -

Work Element	Description/Purpose	FY 2020-21 Amendment No. 1	FY 2020-21 Amendment No. 2	Change \$ Inc./(Dec)
1212	Performance Measuring and Monitoring Vital Signs Website Development TOTAL	\$ 225,000 \$ 225,000	\$ 225,000 \$ 225,000	\$ - \$ -
1222	Regional Rideshare Program Regional Vanpool Support Program Regional Carpool Program Vanpool TOTAL	\$ 1,100,000 \$ 400,000 \$ 400,000 \$ 1,900,000	\$ 1,100,000 \$ 400,000 \$ 400,000 \$ 1,900,000	\$ - \$ - \$ - \$ -
1223	Operational Support for Regional Programs TMC Asset Upgrade and Replacement Connected Bay Area Strategic Plan TOTAL	\$ 210,235 \$ 150,000 \$ 360,235	\$ 210,235 \$ 150,000 \$ 360,235	\$ - \$ - \$ -
1224	Regional Traveler Information 511 System Integration 511 Communications 511 Alerting 511 Web Hosting 511 Innovation Lab Predictive Analytics Demonstration for Traffic Events TOTAL	\$ 200,000 \$ 10,000 \$ 70,000 \$ 80,000 \$ 300,000 \$ 100,000 \$ 760,000	\$ 200,000 \$ 10,000 \$ 70,000 \$ 80,000 \$ 300,000 \$ 100,000 \$ 760,000	\$ - \$ - \$ - \$ - \$ - \$ - \$ -
1233	Transportation Asset Management Software Development and Maintenance Software Training Support PTAP Projects Quality Assurance Program TOTAL	\$ 975,000 \$ 300,000 \$ 570,000 \$ 75,000 \$ 1,920,000	\$ 975,000 \$ 300,000 \$ 570,000 \$ 75,000 \$ 1,920,000	\$ - \$ - \$ - \$ - \$ -
1234	Arterial Operations Arterial Operations Pass Arterial Operations IDEA CAT 1&2 IDEA Evaluations CAT 1&2 TOTAL	\$ 400,000 \$ 30,000 \$ 150,000 \$ 580,000	\$ 400,000 \$ 30,000 \$ 150,000 \$ 580,000	\$ - \$ - \$ - \$ -
1235	Incident Management Incident Management Concept of Operations Incident Analytics Module I-880 ICM Project Construction and System Integration TOTAL	\$ 175,000 \$ 150,000 \$ 100,000 \$ 425,000	\$ 175,000 \$ 150,000 \$ 100,000 \$ 425,000	\$ - \$ - \$ - \$ -
1310	Planning for Lifeline Transportation Program Coordinated Plan Update RTC (Regional Transit Card) TOTAL	\$ 200,000 \$ 1,000,000 \$ 1,200,000	\$ 200,000 \$ 1,000,000 \$ 1,200,000	\$ - \$ - \$ -
1311	Means Based Fare Program Means Based Fare Administration Operations Support Means Based Fare Subsidy TOTAL	\$ 2,700,000 \$ 441,000 \$ 8,079,738 \$ 11,220,738	\$ 2,700,000 \$ 441,000 \$ 8,079,738 \$ 11,220,738	\$ - \$ - \$ - \$ -
1313	Climate Resilience for people with disabilities Sustainable Communities for People with Disabilities TOTAL	\$ 305,864 \$ 305,864	\$ 305,864 \$ 305,864	\$ - \$ -
1413	Climate Initiative EV Strategic Council Off-Model Climate Program Analysis/Plan Bay Area Parking Program Development/Implementation TOTAL	\$ 30,804 \$ 50,000 \$ 100,000 \$ 180,804	\$ 30,804 \$ 50,000 \$ 100,000 \$ 180,804	\$ - \$ - \$ - \$ -
1416	State Routes 37 Res. Corridor Program State Routes 37 Res. Corridor Program for Marin & Sonoma	\$ 600,000 \$ 600,000	\$ 600,000 \$ 600,000	\$ - \$ -
1514	Regional Assistance Programs Performance audits - TDA audit & RM2 Oversight Transit Projects Support Financial Reports Transit Recovery Planning TOTAL	\$ 209,000 \$ 350,000 \$ 25,000 \$ 508,416 \$ 1,092,416	\$ 209,000 \$ 350,000 \$ 25,000 \$ 508,416 \$ 1,092,416	\$ - \$ - \$ - \$ - \$ -
1515	State Programming, Monitoring and STIP Dev. State Programming, Monitoring and STIP Development TOTAL	\$ 187,200 \$ 187,200	\$ 187,200 \$ 187,200	\$ - \$ -
1517	Transit Sustainability Transit Sustainability Planning Rail Partnership Fare Integration SRTP Planning - FY 2019-20 Enc. C/O Transit Sustainability Planning - FY 2018-19 Enc. C/O Regional Transit Vision TOTAL	\$ 224,000 \$ - \$ 300,000 \$ 275,418 \$ 317,709 \$ 200,000 \$ 1,317,127	\$ 224,000 \$ - \$ 300,000 \$ 275,418 \$ 317,709 \$ 200,000 \$ 1,317,127	\$ - \$ - \$ - \$ - \$ - \$ - \$ -
1520	BART Metro 2030 and Beyond BART Metro 2030 and Beyond	\$ 529,559 \$ 529,559	\$ 529,559 \$ 529,559	\$ - \$ -
1521	Bay Area Regional Rail Partnerships Rail Partnerships - Project Delivery and Governance	\$ 400,000 \$ 400,000	\$ 400,000 \$ 400,000	\$ - \$ -

Work Element	Description/Purpose	FY 2020-21 Approved Budget	FY 2020-21 Amendment No. 1	Change \$ Inc./Dec)	
1611	Transportation and Land Use Coordination				
	Rail Volution	\$ 15,000	\$ 15,000	\$ -	
	TOD Policy Update	\$ 250,000	\$ 250,000	\$ -	
	PDA Assessment	\$ 76,000	\$ 76,000	\$ -	
	TOTAL	\$ 341,000	\$ 341,000	\$ -	
1612	Climate Adaption Consulting (BARC)				
	Consultants	\$ 100,000	\$ 100,000	\$ -	
	Website Maintenance	\$ 20,000	\$ 20,000	\$ -	
	Metro Talks Speaker, Travel, Membership Related to BARC	\$ 22,000	\$ 22,000	\$ -	
	TOTAL	\$ 142,000	\$ 142,000	\$ -	
1616	RAMP				
	Connect Housing and Transportation	\$ 50,000	\$ 50,000	\$ -	
	TOTAL	\$ 50,000	\$ 50,000	\$ -	
106	Legal Services				
	Legal Services	\$ 690,000	\$ 690,000	\$ -	
	TOTAL	\$ 690,000	\$ 690,000	\$ -	
	Total consultant contracts	\$ 32,795,015	\$ 32,795,015	\$ -	\$ -

LTD Grants Budget

Grants Budget			Attachment B							
			1	2	3 = (1-2)	4	5	6	7 = (3+4-5-6)	
			Grant	LTD Actual	Balance	New Grant	Staff Budget	Consultant Budget	Balance	Expiration
			Award	thru March 28, 2020 & Enc.	thru FY 2020	FY 2020-21	FY 2020-21	FY 2020-21	FY 2020-21	Dates
STP Grants										
6084-198 1818	Pavement Management		\$ 6,000,000	\$ 4,352,298	\$ 1,647,702	\$ -	\$ -	\$ -	\$ 1,647,702	6/30/2023
6084-199 1819	511 Traveler Information		\$ 8,750,000	\$ 8,495,743	\$ 254,257	\$ -	\$ -	\$ 254,257	\$ (0)	6/30/2022
6084-201 1820	Freeway Performance Initiative		\$ 3,480,000	\$ 3,446,480	\$ 33,520	\$ -	\$ 33,520	\$ -	\$ (0)	6/30/2021
6084-205 1822	Pavement Management		\$ 1,847,000	\$ 1,345,985	\$ 501,015	\$ -	\$ -	\$ 300,000	\$ 201,015	6/30/2022
6084-206 1826	CMA Planning		\$ 56,932,000	\$ 25,428,172	\$ 31,503,828	\$ -	\$ -	\$ 7,953,000	\$ 23,550,828	6/30/2022
6084-207 1827	MTC Planning		\$ 7,601,000	\$ 5,203,423	\$ 2,397,577	\$ -	\$ 2,046,038	\$ 227,052	\$ 124,487	6/30/2022
6084-213 1833	511 Next Generation		\$ 11,226,000	\$ 8,358,086	\$ 2,867,914	\$ -	\$ -	\$ 2,867,914	\$ 0	6/30/2023
6084-212 1834	TMS Program		\$ 2,910,000	\$ 1,070,905	\$ 1,839,095	\$ -	\$ 515,382	\$ -	\$ 1,323,713	6/30/2023
6084-222 1835	Incident Management		\$ 4,160,000	\$ 917,832	\$ 3,242,168	\$ -	\$ 607,599	\$ -	\$ 2,634,569	6/30/2023
6084-225 1836	TMC Asset		\$ 1,150,000	\$ 264,116	\$ 885,884	\$ -	\$ 85,884	\$ 800,000	\$ 0	6/30/2023
6084-232 1839	PDA Planning & Implementation		\$ 8,550,000	\$ 6,914,175	\$ 1,635,825	\$ -	\$ 471,065	\$ -	\$ 1,164,760	6/30/2023
6084-226-1841	AOM & Dumbarton Forward Bike & Ped. Imp.		\$ 14,250,000	\$ 6,214,495	\$ 8,035,505	\$ -	\$ 2,566,201	\$ 3,000,000	\$ 2,469,304	6/30/2024
6084-227-1842	Enhance Arterial: CAT1		\$ 10,915,000	\$ 8,543,347	\$ 2,371,653	\$ -	\$ -	\$ 1,250,000	\$ 1,121,653	6/30/2024
6084-230 1843	Commuter Parking O&M		\$ 2,500,000	\$ 72,888	\$ 2,427,113	\$ -	\$ -	\$ -	\$ 2,427,113	6/30/2024
6084-231 1844	Freeway Performance - I-880 Corridor		\$ 3,000,000	\$ 1,094,204	\$ 1,905,796	\$ -	\$ -	\$ 1,608,796	\$ 297,000	6/30/2024
6084-233 1845	Freeway Performance - I-680 Corridor		\$ 14,000,000	\$ 13,993,541	\$ 6,459	\$ -	\$ -	\$ -	\$ 6,459	6/30/2024
6084-235 1846	I-880 Communications Infrastructure		\$ 2,500,000	\$ 368,872	\$ 2,131,128	\$ -	\$ -	\$ 2,131,000	\$ 128	6/30/2023
6084-241 1847	Shared Use Mobility		\$ 2,500,000	\$ 602,320	\$ 1,897,680	\$ -	\$ -	\$ 1,300,000	\$ 597,680	6/30/2024
6084-255 1850	511 - Traveler Information Program		\$ 5,700,000	\$ 1,146,100	\$ 4,553,900	\$ -	\$ 1,445,639	\$ -	\$ 3,108,261	6/30/2024
6084-244 1852	Connected Automobile Vehicle		\$ 2,500,000	\$ 3,612	\$ 2,496,388	\$ -	\$ -	\$ 2,496,388	\$ 0	6/30/2024
Bay Bridge Forward 2020/Freeway Perf: I-580										
6084-259 1853	Corridor		\$ 625,000	\$ -	\$ 625,000	\$ -	\$ -	\$ 625,000	\$ -	6/30/2025
6084-260 1854	511 Traveler Information Program		\$ 11,300,000	\$ -	\$ 11,300,000	\$ -	\$ -	\$ 1,927,829	\$ 9,372,171	6/30/2025
Dumbarton Forward Bike & Ped Improv/P&R										
New	Others					\$ 1,000,000	\$ -	\$ 1,000,000	\$ -	New
New	PDA Planning & Implementation					\$ 7,862,000	\$ -	\$ 7,862,000	\$ -	New
New	PTAP					\$ 3,000,000	\$ -	\$ 1,600,000	\$ 1,400,000	New
New	I-880 Communications Infrastructure					\$ 3,000,000	\$ -	\$ 3,000,000	\$ -	New
New	Napa Forward Transit/Bike/Ped/ Improve					\$ 1,000,000	\$ -	\$ 1,000,000	\$ -	New
Bay Bridge Forward 2020/Freeway Perf: I-80										
New	Corridor and Powell I/C					\$ 3,000,000	\$ -	\$ 3,000,000	\$ -	New
New	Freeway Performance Prelim Eng/Imp. SR-37					\$ 1,000,000	\$ -	\$ 1,000,000	\$ -	New
			\$ 182,396,000	\$ 97,836,595	\$ 84,559,405	\$ 19,862,000	\$ 7,771,328	\$ 45,203,236	\$ 51,446,841	
CMAQ Grants										
6084-209 1825	Operate Car Pool Program		\$ 8,000,000	\$ 4,367,710	\$ 3,632,290	\$ -	\$ 158,083	\$ 1,400,000	\$ 2,074,207	6/30/2022
6084-211 1828	Commuter Benefits Implementation		\$ 1,379,000	\$ 909,447	\$ 469,553	\$ -	\$ 134,166	\$ 220,000	\$ 115,387	6/30/2023
6084-210-1829	Incident Management		\$ 20,478,000	\$ 18,314,112	\$ 2,163,888	\$ -	\$ -	\$ 2,000,000	\$ 163,888	6/30/2023
6084-215 1830	Spare the Air Youth Program		\$ 2,463,000	\$ 2,451,768	\$ 11,232	\$ -	\$ -	\$ -	\$ 11,232	6/30/2024
6084-216 1831	Arterial/Transit Performance/Rideshare		\$ 5,000,000	\$ 1,837,474	\$ 3,162,526	\$ -	\$ -	\$ 2,500,000	\$ 662,526	6/30/2023
6084-208 1832	Vanpool Program		\$ 2,000,000	\$ 251,000	\$ 1,749,000	\$ -	\$ -	\$ 400,000	\$ 1,349,000	6/30/2023
6084-220 1837	I-880 ICM Central Segment		\$ 1,142,000	\$ 35,047	\$ 1,106,953	\$ -	\$ -	\$ 1,106,953	\$ 0	6/30/2023
6084-219 1840	BBF West Grand TSP		\$ 1,000,000	\$ 2,556	\$ 997,444	\$ -	\$ -	\$ -	\$ 997,444	6/30/2023
6084-242 1848	Regional Car Sharing		\$ 1,200,411	\$ 6,028	\$ 1,194,383	\$ -	\$ -	\$ 806,551	\$ 387,832	6/30/2024
6084-243 1849	Targeted Transportation Alternatives		\$ 325,000	\$ 6,551	\$ 318,449	\$ -	\$ -	\$ 318,449	\$ 0	6/30/2024
6084-254 1851	Adaptive Ramp Meter Program Implementation		\$ 3,000,000	\$ 297,000	\$ 2,703,000	\$ -	\$ -	\$ 1,000,000	\$ 1,703,000	6/30/2024
New	Climate Initiatives - New					\$ 10,875,000	\$ -	\$ 10,875,000	\$ -	New
			\$ 45,987,411	\$ 28,478,692	\$ 17,508,719	\$ 10,875,000	\$ 292,249	\$ 20,626,953	\$ 7,464,517	
FTA GRANTS										
CA37-X177 1630	JARC		\$ 2,430,952	\$ 1,868,961	\$ 561,991	\$ -	\$ -	\$ -	\$ 561,991	No Sunset Date
CA57-X109 1632	New Freedom		\$ 1,383,631	\$ 1,334,661	\$ 48,970	\$ -	\$ -	\$ -	\$ 48,970	No Sunset Date
CA34-0024 1633	FTA 5339 - Bus Purchases		\$ 12,240,015	\$ 12,240,015	\$ -	\$ -	\$ -	\$ -	\$ -	No Sunset Date
CA34-0032 1634	FTA 5339 - Bus Purchases		\$ 11,515,172	\$ 11,513,038	\$ 2,134	\$ -	\$ -	\$ -	\$ 2,134	6/15/2022
New	FTA 5310					\$ 208,687	\$ 208,687	\$ -	\$ -	New
			\$ 27,569,770	\$ 26,956,675	\$ 613,095	\$ 208,687	\$ 208,687	\$ -	\$ 613,095	
State and Local Grants										
SHA 6084-184 1112	FHWA - SHRP2		\$ 700,000	\$ 674,768	\$ 25,232	\$ -	\$ -	\$ -	\$ 25,232	6/30/2022
BF-99T455 1340	Environmental Protection Agency (EPA)		\$ 1,074,579	\$ 661,005	\$ 413,574	\$ -	\$ -	\$ -	\$ 413,574	9/30/2020
CA000007-01 1342	Environmental Protection Agency (EPA)		\$ 1,200,000	\$ 444,160	\$ 755,840	\$ -	\$ -	\$ -	\$ 755,840	9/30/2020
6084 245 2214	HSIP/SSARPL		\$ 500,000	\$ -	\$ 500,000	\$ -	\$ -	\$ 500,000	\$ -	6/30/2022
14 -003 2800	Coastal Conservancy		\$ 1,475,854	\$ 871,072	\$ 604,782	\$ -	\$ -	\$ -	\$ 604,782	12/31/2020
10-092 2801	Coastal Conservancy		\$ 1,314,909	\$ 786,881	\$ 528,028	\$ -	\$ -	\$ -	\$ 528,028	1/31/2021
2310	ABAG Regional Early Action Plan for RHNA		\$ 3,450,000	\$ -	\$ 3,450,000	\$ -	\$ 1,579,780	\$ 1,030,000	\$ 840,220	12/31/2023
G16-LDPL-04 2404	California Air Resource Board		\$ 2,250,000	\$ 494,763	\$ 1,755,237	\$ -	\$ -	\$ 620,000	\$ 1,135,237	3/31/2022
New	SHA - Sustainable Communities					\$ 539,534	\$ -	\$ 539,534	\$ -	2/28/2023
New	Coastal Conservancy Prop 68					\$ 1,400,000	\$ -	\$ 1,400,000	\$ -	New
New	Coastal Conservancy Prop 68					\$ 600,000	\$ 75,234	\$ 524,766	\$ -	New
New	SSARP Planning Grant					\$ 500,000	\$ -	\$ -	\$ 500,000	New
New	FEMA					\$ 300,000	\$ -	\$ -	\$ 300,000	New
New	USGS National Grant					\$ 75,000	\$ -	\$ -	\$ 75,000	New
			\$ 11,965,342	\$ 3,932,648	\$ 8,032,694	\$ 3,414,534	\$ 1,655,014	\$ 4,614,300	\$ 5,177,915	
Total Federal Grants Budget			\$ 267,918,523	\$ 157,204,610	\$ 110,713,913	\$ 34,360,221	\$ 9,927,278	\$ 70,444,489	\$ 64,702,367	

CONTRACTUAL SERVICES DETAIL Grants

Work Element	Description/Purpose	FY 2020-21 Amendment No. 1	FY 2020-21 Amendment No. 2	Change \$ Inc./Dec)
1127	Regional Trails			
	San Francisco Bay Trail Block Grant #6	\$ 1,400,000	\$ 1,400,000	\$ -
	Water Trail Block Grant #2	\$ 524,766	\$ 524,766	\$ -
	TOTAL	\$ 1,924,766	\$ 1,924,766	\$ -
1128	Resilience and Hazards Planning			
	Hazard Resilience Policy & planning	\$ 30,000	\$ 30,000	\$ -
	TOTAL	\$ 30,000	\$ 30,000	\$ -
1222	Regional Rideshare Program			
	Bay Area Van Pool Program	\$ 400,000	\$ 400,000	\$ -
	Commuter Benefits Program	\$ 220,000	\$ 220,000	\$ -
	Regional Carpool Program	\$ 1,400,000	\$ 1,400,000	\$ -
	TOTAL	\$ 2,020,000	\$ 2,020,000	\$ -
1223	Operational Support for Regional Programs			
	1-880 Communications Upgrade	\$ 5,131,000	\$ 5,131,000	\$ -
	TMC programs and related infrastructure	\$ 800,000	\$ 800,000	\$ -
	TOTAL	\$ 5,931,000	\$ 5,931,000	\$ -
1224	Regional Traveler Information			
	511 Web Services	\$ 750,000	\$ 750,000	\$ -
	511 Web Services New Contract	\$ 100,000	\$ 100,000	\$ -
	511 System Integrator	\$ 2,500,000	\$ 2,500,000	\$ -
	Technical Advisor Services	\$ 400,000	\$ 400,000	\$ -
	511 TIC Operations	\$ 1,100,000	\$ 1,100,000	\$ -
	Transit Data QA/QC Services	\$ 200,000	\$ 200,000	\$ -
	TOTAL	\$ 5,050,000	\$ 5,050,000	\$ -
1233	Pavement Management System			
	Software Training Support	\$ 300,000	\$ 300,000	\$ -
	P-TAP Projects	\$ 1,600,000	\$ 1,600,000	\$ -
	Safety Asset Management Planning Carryover	\$ 500,000	\$ 500,000	\$ -
	TOTAL	\$ 2,400,000	\$ 2,400,000	\$ -
1234	Arterial and Transit Performance			
	Arterial Operations Pass	\$ 2,500,000	\$ 2,500,000	\$ -
	Arterial Operations IDEA CAT 2	\$ 250,000	\$ 250,000	\$ -
	Arterial Operations IDEA CAT 1&2	\$ 1,000,000	\$ 1,000,000	\$ -
	TOTAL	\$ 3,750,000	\$ 3,750,000	\$ -
1235	Incident Management			
	I-880 Central Segment Project Study Report	\$ 1,106,953	\$ 1,106,953	\$ -
	I-880 ICM	\$ 2,000,000	\$ 2,000,000	\$ -
	TOTAL	\$ 3,106,953	\$ 3,106,953	\$ -
1238	Technology-Based Operations & Mobility			
	Connected Automated Vehicles Projects	\$ 2,496,388	\$ 2,496,388	\$ -
	Shared Use Mobility	\$ 1,300,000	\$ 1,300,000	\$ -
	TOTAL	\$ 3,796,388	\$ 3,796,388	\$ -
1413	Climate Initiative			
	Climate Initiatives OBAG 2	\$ 10,875,000	\$ 10,875,000	\$ -
	Targeted Transportation Alternatives Project	\$ 318,449	\$ 318,449	\$ -
	Regional Car Sharing	\$ 806,551	\$ 806,551	\$ -
	TOTAL	\$ 12,000,000	\$ 12,000,000	\$ -
1611	Transportation and Land Use Coordination			
	BCDC STP	\$ 227,052	\$ 227,052	\$ -
	CMA/BACTA Planning	\$ 7,953,000	\$ 7,953,000	\$ -
	PDA Planning Grant	\$ 7,862,000	\$ 7,862,000	\$ -
	TOTAL	\$ 16,042,052	\$ 16,042,052	\$ -
1614	VTM - Reduction Planning for Priority Development Areas			
	VTM - Reduction Planning for Priority Development Areas	\$ 539,534	\$ 539,534	\$ -
	TOTAL	\$ 539,534	\$ 539,534	\$ -
1615	RHNA/Housing Policy Consulting Assistance			
	RHNA/Housing Policy Consulting Assistance	\$ 1,000,000	\$ 1,000,000	\$ -
	TOTAL	\$ 1,000,000	\$ 1,000,000	\$ -
1618	Affordable Mobility Pilot Program (CARB)			
	California Air Resource Board	\$ 620,000	\$ 620,000	\$ -
	TOTAL	\$ 620,000	\$ 620,000	\$ -
	Total Federal Funded Consultants before BBF	\$ 58,210,693	\$ 58,210,693	\$ -
1237	BAY AREA FORWARD PROJECT			
	Design Alternative Assessments/Corridor Studies	\$ 2,500,000	\$ 2,500,000	\$ -
	Dumbarton Forward Bike & Ped Improve/P&R Others	\$ 1,500,000	\$ 1,500,000	\$ -
	Freeway Performance Implementation. US 101	\$ 1,000,000	\$ 1,000,000	\$ -
	Napa Forward Transit/Bike/Ped/Intersection Improv	\$ 1,000,000	\$ 1,000,000	\$ -
	Freeway Performance Impl. I-880	\$ 1,608,796	\$ 1,608,796	\$ -
	Bay Bridge Forward 2020/Freeway Perf: I-80 Corridor and Powell I/C	\$ 3,000,000	\$ 3,000,000	\$ -
	Freeway Performance Prelim Eng/Imp. SR-37	\$ 1,000,000	\$ 1,000,000	\$ -
	Bay Bridge Forward 2020/Freeway Perf: I-580 Corridor	\$ 625,000	\$ 625,000	\$ -
	Total Bay Bridge Forward	\$ 12,233,796	\$ 12,233,796	\$ -
	Total Federal funded Consultants after BBF	\$ 70,444,489	\$ 70,444,489	\$ -

Clipper 1 Operating:

	FY 2020-21 Approved Budget	FY 2020-21 Amendment No. 1		Change \$ Inc./Dec
Revenue:				
RM2	\$ 3,800,000	\$ 3,800,000	0%	\$ -
STA	\$ 5,800,000	\$ 5,800,000	0%	\$ -
CARES	\$ 5,900,000	\$ 5,900,000	0%	\$ -
Inactive Accounts	\$ 391,414	\$ 391,414	0%	\$ -
Float Account Interest	\$ 300,000	\$ 300,000	0%	\$ -
Transit Operators	\$ 19,385,000	\$ 19,385,000	0%	\$ -
Total clipper operating Revenue	\$ 35,576,414	\$ 35,576,414	0%	\$ -
Expenses:				
Staff cost	\$ 796,414	\$ 796,414	0%	\$ -
Travel & Other General Ops.	\$ 80,000	\$ 80,000	0%	\$ -
Clipper Operations	\$ 34,700,000	\$ 34,700,000	0%	\$ -
Total clipper operating Expense	\$ 35,576,414	\$ 35,576,414	0%	\$ -

Clipper 2 Operating:

	FY 2020-21 Approved Budget	FY 2020-21 Amendment No. 1		Change \$ Inc./Dec
Revenue:				
SGR	\$ 863,149	\$ 863,149	0%	\$ -
Transit Operators	\$ 1,124,500	\$ 1,124,500	0%	\$ -
Total clipper 2 Operating Revenue	\$ 1,987,649	\$ 1,987,649	0%	\$ -
Expenses:				
Staff cost	\$ 363,149	\$ 363,149	0%	\$ -
Clipper 2 Operations	\$ 1,624,500	\$ 1,624,500	0%	\$ -
Total clipper 2 Operating Revenue	\$ 1,987,649	\$ 1,987,649	0%	\$ -

Clipper 1 Capital:

	Thru FY 2020-21 LTD Budget	FY 2020-21 Amendment No. 1		LTD Budget Thru FY 2020-21
Revenue:				
CMAQ	\$ 66,669,515	\$ -		\$ 66,669,515
Card Sales	\$ 22,951,267	\$ -		\$ 22,951,267
Low Carbon Transit Operations (LCTOP)	\$ 7,777,971	\$ -		\$ 7,777,971
ARRA	\$ 11,167,891	\$ -		\$ 11,167,891
FTA	\$ 14,072,565	\$ -		\$ 14,072,565
STP	\$ 31,790,753	\$ -		\$ 31,790,753
STA	\$ 21,946,540	\$ -		\$ 21,946,540
Prop 1B	\$ 1,115,383	\$ -		\$ 1,115,383
SFMTA	\$ 8,005,421	\$ -		\$ 8,005,421
GGGHTD	\$ 2,975,000	\$ -		\$ 2,975,000
BART	\$ 725,000	\$ -		\$ 725,000
MTC Exchange Fund	\$ 7,573,878	\$ -		\$ 7,573,878
BATA	\$ 26,864,813	\$ -		\$ 26,864,813
Transit Operators	\$ 11,779,437	\$ -		\$ 11,779,437
WETA	\$ 603,707	\$ -		\$ 603,707
Sales Tax	\$ 890,216	\$ -		\$ 890,216
Total Clipper 1 Capital Revenue	\$ 236,909,357	\$ -		\$ 236,909,357
Expense:				
Staff Costs	\$ 14,993,321	\$ -		\$ 14,993,321
Travel	\$ 3,208	\$ -		\$ 3,208
Pilot Equipment Maintenance	\$ 3,093,834	\$ -		\$ 3,093,834
Transit Agency Funded Projects	\$ 10,333,144	\$ -		\$ 10,333,144
Design	\$ 54,690,574	\$ -		\$ 54,690,574
Site Preparation	\$ 3,899,437	\$ -		\$ 3,899,437
Construction	\$ 21,867,682	\$ -		\$ 21,867,682
Consultants	\$ 28,572,623	\$ -		\$ 28,572,623
Engineering	\$ 7,953,061	\$ -		\$ 7,953,061
Communications	\$ 1,583,000	\$ -		\$ 1,583,000
Marketing	\$ 2,212,029	\$ -		\$ 2,212,029
Financial Services	\$ 391,600	\$ -		\$ 391,600
Equipment	\$ 49,226,873	\$ -		\$ 49,226,873
Clipper Cards	\$ 32,740,095	\$ -		\$ 32,740,095
Other	\$ 5,348,876	\$ -		\$ 5,348,876
Total Clipper 1 Capital Expense	\$ 236,909,357	\$ -		\$ 236,909,357

Clipper 2 Capital:**Revenue:**

	Thru FY 2020-21 LTD Budget	FY 2020-21 Amendment No. 1	LTD Budget Thru FY2020-21
STP	\$ 4,569,554	\$ -	\$ 4,569,554
FTA	\$ 10,078,133	\$ -	\$ 10,078,133
Toll Bridge	\$ 23,000,000	\$ -	\$ 23,000,000
OBAG 2	\$ 34,000,000	\$ -	\$ 34,000,000
Prop 1B/LCTOP	\$ 4,000,000	\$ -	\$ 4,000,000
FTA Funds	\$ 22,684,772	\$ -	\$ 22,684,772
FTA Funds shifted from C1 to C2	\$ 13,140,784	\$ -	\$ 13,140,784
CMAQ Funds shifted from C1 to C2	\$ 2,034,320	\$ -	\$ 2,034,320
STP Funds shifted from C1 to C2	\$ 5,747,333	\$ -	\$ 5,747,333
Transit Operators Funds shifted C1 to C2	\$ 4,077,563	\$ -	\$ 4,077,563
Projected FTA/FHWA Funds	\$ 88,000,000	\$ -	\$ 88,000,000
Golden Gate Pass through	\$ 5,000,000	\$ -	\$ 5,000,000
BATA	\$ 260,000	\$ -	\$ 260,000
Inactive Cards	\$ 135,000	\$ -	\$ 135,000
State of Good Repair	\$ 9,931,304	\$ -	\$ 9,931,304
STA	\$ 2,410,841	\$ -	\$ 2,410,841
Total Clipper 2 Capital Revenue	\$ 229,069,604	\$ -	\$ 229,069,604

Expense:

Staff Costs	\$ 11,868,467		\$ 11,868,467
Equipment	\$ 7,591,903	\$ -	\$ 7,591,903
Consultants	\$ 185,842,800	\$ -	\$ 185,842,800
Sales Taxes	\$ 4,250,000	\$ -	\$ 4,250,000
Contingency	\$ 19,516,434	\$ -	\$ 19,516,434
Total Clipper 2 Capital Expense	\$ 229,069,604	\$ -	\$ 229,069,604



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0207 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 1/11/2021 **In control:** Metropolitan Transportation Commission
On agenda: 1/27/2021 **Final action:**
Title: MTC Resolution No. 4453 - Programming of Coronavirus Response and Relief Supplementary Appropriations Act of 2021

Proposed programming of approximately \$180 million of Coronavirus Response and Relief Appropriations Act of 2021(CRRSAA) funding to Bay Area transit operators that received insufficient shares of CARES Act funding due to inaccurate revenue loss forecasts.

Sponsors:

Indexes:

Code sections:

Attachments: [9a - 21-0207 - 1-Reso-4453 Covid Relief Programming SummarySheet.pdf](#)
[9a - 21-0207 - 2-tmp-4453.pdf](#)
[9a - 21-0207 - 3-tmp-4453 Attachment-A.pdf](#)

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

Subject:

MTC Resolution No. 4453 - Programming of Coronavirus Response and Relief Supplementary Appropriations Act of 2021

Proposed programming of approximately \$180 million of Coronavirus Response and Relief Appropriations Act of 2021(CRRSAA) funding to Bay Area transit operators that received insufficient shares of CARES Act funding due to inaccurate revenue loss forecasts.

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

January 27, 2021

Agenda Item 9a - 21-0207

MTC Resolution No. 4453 – Programming of Coronavirus Response and Relief Supplementary Appropriations Act of 2021

Subject: Proposed programming of approximately \$180 million of Coronavirus Response and Relief Appropriations Act of 2021(CRRSAA) funding to Bay Area transit operators that received insufficient shares of CARES Act funding due to inaccurate revenue loss forecasts.

Background: As reported on at the January 13th Programming and Allocations Committee meeting, last month Congress approved and the President signed a combined \$2.3 trillion COVID relief package and FY 2021 Appropriations bill, providing significant funding for public transportation in addition to other relief.

The COVID-relief portion of the bill provides \$14 billion in supplemental funding to public transit to offset the massive drop in revenue resulting from the pandemic. This will provide about \$982 million to the Bay Area to assist the region’s transit operators. The specific amounts to those urbanized areas are as follows:

- San Francisco-Oakland: \$822,676,366
- San Jose: \$144,159,107
- Santa Rosa: \$15,435,820

True-Up

When approving the final distribution of CARES Act funding last July, the Commission directed staff to apply a “true-up” of the CARES funding distribution to any future allocation of federal dollars for pandemic relief, that would compensate operators that received less CARES funding than they should have due to inaccurate revenue loss forecasts. The true-up directive was contained in an amendment to the motion approving the programming of the second tranche of funds. The related language from the July 22, 2020 meeting minutes is below:

“Revised with an amendment conditioned upon a “true up” of any negative differential between projected and actual sales tax and/or fare revenues with any future allocation of federal dollars for pandemic/ economic relief. Such calculation shall be based upon the actual receipts for the periods March - August and September – December 2020, or appropriate time-period for actual available data. In the event any transit operator received less than their adjusted share of CARES Act funding

due to the inaccurate forecasts, such differentials shall be compensated with a future federal allocation of emergency funding. If Congress fails to appropriate any such additional dollars for transit operators, then MTC staff shall identify other new augmented sources of flexible new federal funding which can appropriately compensate operators for those shortfalls.”

To fulfill the directive of the Commission as well as to quickly get funding to those operators that are struggling to meet budget requirements in the current fiscal year, staff is proposing to program a portion of the CRRSAA funds to complete the CARES funding true-up.

To determine programming amounts, staff recalculated the total \$1.3 billion CARES allocation for all operators using the actual revenue losses between March and December of 2020, rather than the revenue loss assumptions that were used at the time. Based on this recalculation, staff proposes the following allocations to operators that received a lesser share of CARES funding due to inaccurate forecasts:

Agency	True-Up Allocation
BART	\$103,717,002
Caltrain	\$6,936,627
GGBHTD	\$20,319,959
SFMTA	\$43,750,147
WETA	\$4,877,943
TOTAL	\$179,601,678
Remaining for 2nd Distribution:	\$802,669,615

While only five operators are proposed to receive allocations from the initial distribution, it is important to note that all Bay Area operators are facing significant budgetary impacts due to the pandemic and economic uncertainty. Many, due to social distancing requirements and budgetary constraints, are struggling to meet the needs of transit dependent riders now, and budget for the post-pandemic reinstatement of adequate service levels.

Next Steps for the Distribution of Remaining CRRSAA Funds

In the coming weeks, staff will be developing alternative distribution scenarios for the approximately \$803 million in CRRSAA funds that remain, and will be communicating with Commissioners, transit operators, and other stakeholders, as appropriate, to develop a proposal that takes into account anticipated revenue losses resulting from the pandemic, operator budgetary expenses, and service needs of transit dependent riders.


At the February 24th Commission meeting, staff will provide an update on the reported financial and service outlook for Bay Area operators in the current and upcoming fiscal years, to help inform the distribution discussions.

Staff intends to bring a proposal for the distribution of remaining CRRSAA funding to the Programming and Allocation Committee meeting in March, for consideration and recommendation for approval by the Commission later the same month.

Issues: None.

Recommendation: Approval of Resolution No. 4453.

Attachments: MTC Resolution No. 4453



Therese W. McMillan

Date: January 27, 2021
W.I.: 1512
Referred By: Commission

ABSTRACT

Resolution No. 4453

This resolution approves the process, establishes the criteria, and programs projects for Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula and 5311 Rural Area formula funds apportioned to the San Francisco Bay Area pursuant to the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) (H.R. 133) for FY2020-21 Emergency Transit Operations Assistance.

This resolution includes the following attachments:

- Attachment A – FY2020-21 Emergency Transit Operations Program of Projects
- Attachment B – Text of July 22, 2020 Amended Motion of Approval of MTC Resolution No. 4420, Revised (“True Up Directive”)
- Attachment C – FY2020-21 Emergency Transit Operations Programming Policy

Further discussion is contained in the Metropolitan Transportation Commission Summary Sheet dated January 27, 2021.

Date: January 27, 2021
W.I.: 1512
Referred By: Commission

RE: San Francisco Bay Area FY2020-21 Emergency Transit Operations Programming and Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4453

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area; and

WHEREAS, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) (H.R. 133) has been signed into law in response to the nationwide Coronavirus pandemic, which provides supplemental appropriations for Emergency Transit Operations Assistance through the Federal Transit Administration (FTA) Section 5307 Urbanized Area and Section 5311 Rural Area formula programs; and

WHEREAS, MTC is the designated recipient of the FTA Section 5307 Urbanized Area Formula Program funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 funds for the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program and for the Section 5311 funds in non-urbanized areas; and

WHEREAS, the projects to be funded are set forth in the detailed project listings in Attachment A, which are incorporated herein as though set forth at length; and

WHEREAS, this Commission approved MTC Resolution No. 4420, Revised with an amended motion of approval conditioned upon a "true up" of any negative differential between projected and actual sales tax and/or fare revenues with any future allocation of federal dollars for pandemic/economic relief as set forth in Attachment B, which is incorporated herein as though set forth at length; and

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

RESOLVED, that MTC adopts the FY2020-21 Emergency Transit Operations Program of Projects to be funded as set forth in Attachment A; and, be it further

RESOLVED, that MTC approves FY2020-21 Emergency Transit Operations Programming Policy as set forth in Attachment C; and, be it further

RESOLVED, that MTC will use the Policy as set forth in Attachment C to program supplemental FTA Sections 5307 and 5311 formula funds appropriated in the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 for Emergency Transit Operations Assistance as provided under statute; and, be it further

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

RESOLVED, that the Executive Director of MTC, or their designee, is authorized and directed to forward a copy of this resolution to FTA or other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on January 27, 2021.

FY2020-21 Emergency Transit Operations Program of Projects

TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5311
		Apportionments	982,271,293	982,271,293	TBD
Phase 1 Programming					
	BART	CRRSAA-eligible Projects	103,717,002	103,717,002	
	Caltrain	CRRSAA-eligible Projects	6,936,627	6,936,627	
	GGBHTD	CRRSAA-eligible Projects	20,319,959	20,319,959	
	SFMTA	CRRSAA-eligible Projects	43,750,147	43,750,147	
	WETA	CRRSAA-eligible Projects	4,877,943	4,877,943	
Phase 1 Program Total			179,601,678	179,601,678	-
Fund Balance			802,669,615	802,669,615	TBD

Date: January 27, 2021
W.I.: 1512
Referred By: Commission

Attachment B
Resolution No. 4453
Page 1 of 1

**Text of July 22, 2020 Amended Motion of Approval of MTC Resolution No. 4420, Revised
("True Up Directive")**

Upon the motion by Commissioner Josefowitz and the second by Commissioner Sperling, the Commission unanimously adopted MTC Resolution No. 4420, Revised with an amendment conditioned upon a "true up" of any negative differential between projected and actual sales tax and/or fare revenues with any future allocation of federal dollars for pandemic/economic relief. Such calculation shall be based upon the actual receipts for the periods March – August and September – December 2020, or appropriate time period for actual available data. In the event any transit operator received less than their adjusted share of CARES Act funding due to the inaccurate forecasts, such differentials shall be compensated with a future federal allocation of emergency funding. If Congress fails to appropriate any such additional dollars for transit operators, then MTC staff shall identify other new or augmented sources of flexible new federal funding which can appropriately compensate operators for those shortfalls. In addition, transit operators will be required to approve resolutions confirming commitment to safety as well as submit monthly reports to MTC on health and safety, including public health actions and COVID case data.

Date: January 27, 2021
W.I.: 1512
Referred By: Commission

Attachment C
Resolution No. 4453
Page 1 of 7

**San Francisco Bay Area FY2020-21 Emergency Transit Operations
Assistance Programming Policy**

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

I. About the Policy

- a. **Background:** The FY2020-21 Emergency Transit Operations Assistance Programming Policy applies to the programming of supplemental Federal Transit Administration Section 5307 Urbanized Area and 5311 Rural Area formula program funds apportioned to the San Francisco Bay Area in FY2020-21, pursuant to the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) (H.R. 133).

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

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

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

II. The Policy

a. FTA Funds

- i. **Federal Eligibility:** In addition to the typical eligibility for capital and operating projects for the FTA Section 5307 Urbanized Area and FTA Section 5311 Rural Area Formula Programs as described in detail in MTC Resolution Nos. 4036, Revised (5311 Program Policy), and 4444 (Transit Capital Priorities Policy), CRRSAA also makes these funds *“available for the operating expenses of transit agencies related to the response to a COVID-19 public health emergency including, beginning on January 20, 2020, reimbursement for operating costs to maintain service and lost revenue due to the COVID-19 public health emergency, including the purchase of personal protective equipment, and paying the administrative leave of operations or contractor personnel due to reductions in service.”* Further, CRRSAA provides this supplemental funding up to a 100% Federal share.
- ii. **CRRSAA Funding to Limited Urbanized Areas:** CRRSAA specified that its FTA Section 5307 funding for a given urbanized area (UZA), when combined with the amounts allocated to that UZA from Section 5307 funds appropriated under the CARES Act, could not exceed 75 percent of that UZA’s 2018 NTD operating cost. Therefore, due to the amounts that were allocated in the CARES Act, within the region only the San Francisco-Oakland, San Jose, and Santa Rosa UZAs received appropriations under CRRSAA.
- iii. **Regional Eligibility:** Transit operators are required to submit annual reports to the

National Transit Database (NTD). Service factors reported in large UZAs partially determine the amounts of FTA Section 5307 funds generated in the region. An operator is eligible to be programmed and apply to FTA for funds only in designated UZAs, as outlined in Table 1 below. Eligibility is based on geographical operations and 2018 self-reported NTD information and may be broader than the UZA eligibility for the Transit Capital Priorities (TCP) Program (MTC Resolution No. 4444) typically used for distribution of FTA formula funds, in which certain operator agreements are recognized. Additionally, MTC is an eligible recipient in each UZA in the region. As of January 2021, Table 1 presents the same information as the CARES Act programming policy for the three UZAs receiving funding. However, MTC may subsequently add operators, as justified, based on transit service provided.

Table 1. Urbanized Area Eligibility

Urbanized Area	Eligible Transit Operators[†]
San Francisco-Oakland	Alameda-Contra Costa Transit District (AC Transit), Altamont Corridor Express (ACE)*, San Francisco Bay Area Rapid Transit District (BART), Peninsula Corridor Joint Powers Board (Caltrain), Fairfield and Suisun Transit (FAST)*, Golden Gate Bridge, Highway & Transportation District (GGBHTD), Marin County Transit District (Marin Transit)*, MTC, San Francisco Municipal Transportation Authority (SFMTA), San Mateo County Transit District (SamTrans), Santa Clara Valley Transportation Authority (VTA), Solano County Transit (SolTrans)*, Sonoma-Marín Area Rail Transit (SMART)*, City of Union City (Union City Transit)*, Water Emergency Transportation Authority (WETA)*, Western Contra Costa Transit Authority (WestCAT)*
San Jose	AC Transit, ACE*, Caltrain, MTC, VTA
Santa Rosa	GGBHTD, MTC, Santa Rosa CityBus*, SMART*, Sonoma County Transit*

[†] Eligibility based on 2018 NTD Report Data

*Small Operator

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

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

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

b. Funding Distribution Methodology

- i. Regional Programming Approach: The Regional Programming Approach, as described below, is designed to prioritize funds to operators based on needs. The approach assumes a regional programming perspective and constrains regional demands to the amount of funds available to the region, prior to programming funds to project. It then assigns funds from urbanized areas in the following order:
 1. Fund needs for operators that are restricted to receiving funds in one UZA (e.g., SFMTA, WestCAT, etc.).
 2. Fund balance of operator needs among multiple UZAs, as eligibility allows, with the objective of fully funding needs (as defined in III.a., below) due to the Coronavirus to the maximum extent possible.
 3. Reduce operator funding proportionately in UZAs where needs exceed available funding.
 4. If, after Future Phase(s) funds are programmed to address pandemic-related operator needs (further described in III.a.2. below), any remaining funds will be programmed for eligible recipients per the TCP Policy (MTC Resolution No. 4444), but using the UZA eligibility outlined in Table 1 to maintain maximum flexibility with these funds.
- ii. Phased Distribution of Funds: Funds will be distributed in two Phases:
 1. Phase 1: A first phase will be distributed according to the True Up Directive as detailed in Attachment A to this resolution using the methodology described in III.a.i., below.
 2. Phase 2: The remaining funding from the region's apportionment will be assigned to operators following a process to be determined in consultation with regional partners and adopted by the Commission. The methodology for future phases is described in III.a.ii., below.

III. The Process

- a. The distribution of funds in Phases 1 and 2 will utilize separate methodologies in order to balance the impacts of the Coronavirus pandemic on the various operators in the region. This process recognizes the myriad revenue sources that go into different operator budgets, and seeks to provide equitable levels of funding to each across the region.
 - i. Phase 1 Methodology: The following process describes the methodology used to determine the Phase 1 distribution of CRRSAA funds according to the True Up Directive:
 1. The methodology used to distribute Phase 2 of CARES Act funding – described in MTC Resolution No. 4420, Revised, Attachment B – was adjusted to include actual and anticipated transit operator revenue losses from March 2020 through December 2020, in place of forecasted losses. The distribution was then recalculated and resulting deficits between the initial CARES Act distribution and the recalculation, represent the recommended programming amounts for Phase 1 of CRRSAA funding.
 - ii. Phase 2 Methodology: *This section will be updated in the future to describe the process used to determine the funding targets to distribute the region's remaining apportionment of CRRSAA funds.*
 - iii. Funding: Once operator funding targets are determined by the methodology outlined above, the Phase 1 and Phase 2 targets will be funded using the Regional Programming Model described in II.b.i, above.
- b. Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a Transportation Improvement Program (TIP) for the MTC Region. The TIP is a four-year programming document, listing federally-funded transportation projects, projects requiring a federal action, and projects deemed regionally significant. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region.

CRRSAA waives the typical requirement for TIP inclusion for the supplemental apportionments included in the Act used for operating assistance or to pay for capital expenses for emergency relief do not need to be included in the TIP/STIP unless the projects are for substantial functional, locational, or capacity changes. [23 CFR §§ 450.326(e)(5), 450.218(g)(5)]. Over time, MTC will work to incorporate all such funding from CRRSAA in to the TIP for fund monitoring purposes. However, inclusion in the TIP is not a precondition for receiving these funds.
- c. Process for Programming Revisions & Amendments: The attachments to this resolution will be revised at a later date to include Future Phase funding amounts for operators and to include more detail on the FTA Section 5311 process, as needed, once provided by Caltrans. MTC will consider revisions to an operator's programming as requested.
- d. Grant Applications:

- i. FTA Section 5307 Programs: Each operator is expected to complete their own Federal grant application using FTA's Transit Award Management System (TrAMS). MTC staff will review grant applications and submit concurrence letters or other required materials to FTA on behalf of project sponsors as needed.
- ii. FTA Section 5311 Program: Operators are responsible for working with Caltrans, the designated recipient and grantee for the Section 5311 program, to respond to calls for projects and submit required materials to access these funds. MTC will assist with the Regional Agency/Transportation Planning Agency (TPA) Certifications and Assurances and any other documentation, as needed.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1631 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 10/28/2020 **In control:** Programming and Allocations Committee
On agenda: 1/13/2021 **Final action:**
Title: MTC Resolution No. 4444. Transit Capital Priorities Policy for Funding Starting FY2020-21.

This item proposes to establish the Transit Capital Priorities (TCP) Process and Criteria for funding starting with FY2020-21. The TCP policy governs the programming of Federal Transit Administration formula funds, bridge tolls and other regional revenues designated for Core Capacity Challenge Grant Program projects (MTC Resolution No. 4123), and STP/CMAQ funds designated for Transit Priorities through the One Bay Area Grant program for transit capital replacement and rehabilitation, maintenance and operations.

Sponsors:

Indexes:

Code sections:

Attachments: [9b - 20-1631 - Reso-4444 TCP Policy.pdf](#)
[3b - 20-1631 - Reso-4444 TCP Policy.pdf](#)

Date	Ver.	Action By	Action	Result
1/13/2021	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4444. Transit Capital Priorities Policy for Funding Starting FY2020-21.

This item proposes to establish the Transit Capital Priorities (TCP) Process and Criteria for funding starting with FY2020-21. The TCP policy governs the programming of Federal Transit Administration formula funds, bridge tolls and other regional revenues designated for Core Capacity Challenge Grant Program projects (MTC Resolution No. 4123), and STP/CMAQ funds designated for Transit Priorities through the One Bay Area Grant program for transit capital replacement and rehabilitation, maintenance and operations.

Presenter:

Craig Bosman

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

January 13, 2020

Agenda Item 3b - 20-1631

MTC Resolution No. 4444

Subject: Transit Capital Priorities Policy for Funding Starting FY2020-21.

Background: This item proposes to establish the Transit Capital Priorities (TCP) Process and Criteria for funding starting with FY2020-21. The TCP policy governs the programming of Federal Transit Administration formula funds, bridge tolls and other regional revenues designated for Core Capacity Challenge Grant Program projects (MTC Resolution No. 4123), and STP/CMAQ funds designated for Transit Priorities through the One Bay Area Grant program for transit capital replacement and rehabilitation, maintenance and operations.

Staff has been working with transit operator staff through the Partnership Transit Finance Working Group (TFWG) over the past year to develop updates to the TCP policy for the next programming cycle, as well as to respond to the current transit funding crisis caused by the ongoing pandemic. The proposed policy generally extends the policies previously adopted by the Commission for FY2016-17 through FY2019-20 (MTC Resolution No. 4242). However, a few noteworthy revisions to the policy are proposed:

- Length of Program. Staff recommends that FY2020-21 funds be assigned as a one-year **program** due to multiple uncertainties including the recovery of transit ridership, the stability of transit funding sources, the incorporation of additional federal transit funding relief, and the potential of a new federal surface transportation authorization. However, the **policy** is intended to serve beyond FY2020-21, with amendments brought to the Commission for consideration as appropriate, and ideally a multi-year program that coincides with a federal authorization.
- Bus/Van Pricelists. Pricelists for the period of FY2020-21 through FY2024-25 are established, and include new vehicle types including zero-emission buses (battery-electric and fuel cell) and double-decker buses, which operators are increasingly purchasing to meet state zero-emission bus mandates and ridership demand, respectively.
- ADA Set-Aside Formula. Additional flexibility is given to allow operators to reprogram their set-aside to any other transit capital project if the operator certifies that ADA paratransit needs are otherwise met locally. Further, the formula factor weighting is revised to more strongly emphasize demand-response ridership and operating expenses over systemwide ridership, and to remove this set-aside for operators that do not provide paratransit service.
- Grant Spend-Down Policy. The grant spend-down period for projects subject to the fixed guideway cap would increase by one year, so operators would have four years to spend down grants. For restoration of involuntarily-deferred fixed guideway cap amounts, a subcommittee

of fixed guideway operators would work with MTC staff to recommend prioritization of projects in years when additional funding is available.

- Operator Eligibility: SMART is added as an eligible operator in the San Francisco-Oakland and Santa Rosa urbanized areas.

Additional Flexibility for Pandemic Response

The proposed TCP policy incorporates principles adopted by the Commission last month for redirecting funds to transit operations for emergency response (incorporated in the attached resolution as Appendix 3). This builds on the previous TCP policy, which included several flexibility provisions allowing operators to request preventive maintenance funding in order to meet budgetary shortfalls, given that several factors are met and that operators follow certain requirements, including a board-approved bridging strategy. In recognition of the current crisis, staff proposes to expand that flexibility with special protocols during this emergency, until removed by the Commission. These protocols are intended to allow for a more nimble response to operators' potential budget shortfalls, and are detailed in the Preventive Maintenance Funding section of the policy (pp. 32-35 of Attachment A to the resolution).

Generally, the additional flexibility includes:

- Making operating funding eligible in addition to preventive maintenance, subject to FTA rules
- Explicitly taking into account special pandemic factors during staff review of operator requests, and in operator demonstration of fiscal need
- Operator bridging strategy would not need to be board-approved, but would still be summarized for Commission review along with programming recommendations, and the Memorandum Of Understanding requirement would be waived
- Provision limiting use of this strategy to two years within a twelve-year period would not apply.

Previous TCP policy also includes a provision to allow fixed guideway operators to request waivers to use their fixed guideway cap funds for other capital needs. For the emergency duration, staff proposes to prioritize and expand that flexibility by prioritizing fixed guideway cap fund usage for any preventive maintenance requests by those operators, to minimize impact to the rest of the program, and to likewise take into account special pandemic factors when assessing these requests.

The intent of the policy will remain that (a) other operators in the region must be able to move forward with planned capital replacements and (b) funding for preventive maintenance/operating will not increase the region's transit capital shortfall. Staff will assess requests to use this additional flexibility against the Commission's adopted principles. These principles also include the provisions that capital funding redirected to operations via the TCP should be treated as an advance against future

funding shares for that operator, and that operators using this additional flexibility commit to providing service consistent with the Transformational Transit Action Plan emerging from the Commission's Blue Ribbon Transit Recovery Task Force (noting that any Action Plan provisions would apply beyond just operators electing to utilize this provision).

Items Proposed for Future Consideration

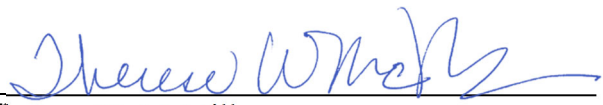
While Congressional action providing another round of COVID-19 relief was greatly needed, and averts for at least some period the budgetary cliffs many transit operators were facing, we believe it is still wise to put in place the additional "recovery tool" embedded in this TCP policy. As current economic and other uncertainties are resolved, staff intends to return to the Commission with proposed policy updates as discussed with TFWG, including:

- Updates in response to the recent coronavirus relief bill, and any additional federal or state relief funding; or a new federal surface transportation authorization
- Assessment of flexibility provisions and additional proposals as needed, which could include flexible set-asides or reserves for economic recovery
- If additional non-emergency relief federal formula fund revenues are made available:
 - Increases to various funding caps within the program
 - Establishment of a set-aside/cap for bus facilities and infrastructure, which are critical and hard-to-meet funding needs, particularly in funding infrastructure associated with the Innovative Clean Transit rule (zero-emission bus) mandates.

Issues: None.

Recommendation: Staff requests the Commission approve MTC Resolution No. 4444.

Attachments: MTC Resolution No. 4444


Therese W. McMillan

Date: January 27, 2021
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4444

This resolution approves the process and establishes the criteria for programming:

- Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities formula funds apportioned to the San Francisco Bay Area starting in FY 2020-21
- Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program, and
- Bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123), and
- Proceeds of financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP or CCCGP programs of projects.

This resolution includes the following attachment:

Attachment A - San Francisco Bay Area Transit Capital Priorities Process and Criteria
for Development of the FY2020-21 and Future Transit Capital Priorities
Project Lists

Further discussion of the Transit Capital Priorities Policy is contained in the MTC Programming and Allocations Committee Summary Sheet dated January 13, 2021.

Date: January 27, 2021
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Transit Capital Priorities Process and Criteria for Fiscal Years Starting FY2020-21

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4444

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a process and a set of criteria for the selection of transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria to be used in the selection and ranking of projects are set forth in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the Transit Capital Priorities (TCP) Process and Criteria as set forth in Attachment A; and, be it further

RESOLVED, that MTC will use the process and criteria to program Federal Transit Administration (FTA) Sections 5307, 5337 and 5339 funds or any successor programs for fiscal years starting in FY2020-21, Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program, bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123), and proceeds of financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP programs of projects to finance transit projects in the San Francisco Bay Area region; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to the Federal Transit Administration (FTA), and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations, on January 27, 2021.

Date: January 27, 2021
W.I.: 1512
Referred By: PAC

Attachment A
Resolution No. 4444
Page 1 of 49

San Francisco Bay Area Transit Capital Priorities Process and Criteria

**For Development of the FY2020-21 and Future
Transit Capital Priorities Project Lists**

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

Table of Contents

I.	BACKGROUND	3
II.	GOALS AND OBJECTIVES.....	4
III.	FTA FORMULA FUNDS	5
	A. TCP Application Process	5
	B. Project Eligibility	8
	C. Programming Policies	28
IV.	ONE BAY AREA GRANT PROGRAM TRANSIT CAPITAL PROGRAM	42
	APPENDIX 1 – BOARD RESOLUTION	43
	APPENDIX 2 – OPINION OF COUNSEL	46
	APPENDIX 3 – PRINCIPLES FOR REDIRECTING FUNDS TO TRANSIT OPERATIONS	48

I. BACKGROUND

The Transit Capital Priorities (TCP) Process and Criteria applies to the programming of:

- Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities formula funds apportioned to the San Francisco Bay Area in FY2020-21 and beyond, until Commission passes a successor resolution,
- Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program, and
- Bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution No. 4123), and
- Financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP or CCCGP programs of projects.

The TCP Criteria are the rules, in part, for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region's large urbanized areas (UZAs) of San Francisco/Oakland, San Jose, Concord, Santa Rosa, and Antioch; and the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma.

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act into law. The FAST Act provides funding authorizations for FY2016 through FY2020. The Act maintains the same FTA formula programs as the previous authorization, Moving Ahead for Progress in the 21st Century (MAP-21). The FAST Act includes few modifications to FTA programs or policies. These modifications have been included in the TCP Criteria as appropriate. As of the adoption of this TCP Process and Criteria, no successor act to the FAST Act had been passed into law; rather, a continuing resolution had been passed for FY2021 funding.

In December 2013, MTC adopted Resolution No. 4123 for the Transit Core Capacity Challenge Grant Program (CCCGP), which establishes a policy commitment of approximately \$7.4 billion in federal, state, regional and local funds to high-priority transit capital projects that will improve the capacity and state of good repair of transit services in the urban core of the region. The CCCGP will determine the TCP program amounts for certain projects and sponsors. A more detailed description of the CCCGP is provided on Page 39 of Attachment A to this resolution.

II. GOALS AND OBJECTIVES

The goal of the TCP Process and Criteria is to fund transit projects that are most essential to the region and consistent with Plan Bay Area 2040, the region's current long-range Regional Transportation Plan (RTP), and Plan Bay Area 2050, the updated RTP currently under development. The TCP Process and Criteria also implements elements of the Transit Sustainability Project recommendation (MTC Resolution No. 4060). Among the region's objectives for the TCP Process and Criteria are to:

Fund basic capital requirements: All eligible projects are to be considered in TCP Process and Criteria score order, with emphasis given to the most essential projects that replace and sustain the existing transit system capital plant. MTC will base the list of eligible replacement and expansion projects on information provided by the transit operators in response to a call for projects, or on information provided through the CCCGP. Operator-proposed projects should be based on Short Range Transit Plan (SRTP) service objectives or other board-approved capital plans. Requests for replacement/rehabilitation of assets should be consistent with FTA-required Transit Asset Management (TAM) plans. All projects not identified as candidates for the TCP Program are assumed to be funded by other fund sources and are so identified in operators' SRTPs or capital plans.

Maintain reasonable fairness to all operators: Tests of reasonable fairness are to be based on the total funding available to each operator over a period of time, the level and type of service provided, timely obligation of prior year grants, and other relevant factors. A proportional share distributed to each operator is specifically not an objective.

Complement other MTC funding programs for transit: MTC has the lead responsibility in programming regional Surface Transportation Program (STP) and Congestion Mitigation-Air Quality (CMAQ) funds, and State Transportation Improvement Program (STIP) funds. Transit capital projects are also eligible for funding under these federal and state programs. Development of the TCP Program of Projects ("TCP Program") will complement the programming of STP, CMAQ, and STIP funds to maximize the financial resources available in order to fund the most essential projects for the San Francisco Bay Area's transit properties.

III. FTA FORMULA FUNDS

A. TCP Application Process

The Transit Finance Working Group (TFWG) serves as the forum for discussing the TCP Process and Criteria, the TCP Program of Projects, and other transit programming issues. Each transit operator in the MTC region is responsible for appointing a representative to staff the Transit Finance Working Group (TFWG). The TFWG serves in an advisory capacity to the MTC Partnership Technical Advisory Committee (PTAC). All major policy revisions and programming-related decisions are to be reviewed with PTAC. In general, the MTC Programming and Allocations Committee and the full Commission take action on the TCP Program and any other transit-related funding programs after the TFWG and PTAC has reviewed them.

Capital Program Submittal

For the purposes of programming, project sponsors will submit requests for funding in accordance with detailed instructions in MTC's call for projects. The level of detail must be sufficient to allow for MTC to screen and score the project.

Board Approval

MTC requires that operators seek board approval prior to programming projects in the TIP. The board resolution for FY2020-21 programming should be submitted by March 10, 2021, the planned date when the Programming and Allocations Committee will consider the proposed program. If a board resolution cannot be provided by this date due to board meeting schedule constraints, applicants should indicate in a cover memo with their application when the board resolution will be adopted. Appendix 1 is a sample resolution of board support.

Opinion of Counsel

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Appendix 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the FTA Section 5307, 5337, 5339, and/or STP/CMAQ programs; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided in Appendix 2.

Screening projects

MTC staff will evaluate all projects for conformance with the Screening Criteria (Section III) below. Certain requirements must be met for a project to reach the scoring stage of the Transit Capital Priorities process. Operators will be informed by MTC staff if a

project has failed to meet the screening criteria, and will be given an opportunity to submit additional information for clarification.

Scoring projects

MTC staff will only score those projects that have passed the screening process. Based on the score assignment provided in Table 6, MTC staff will inform operators of the score given to each project. Operators may be asked to provide additional information for clarification.

Programming Projects/Assigning projects to fund source

Projects passing screening and scoring criteria will be considered for programming in the TCP Program in the year proposed, however, projects will only be programmed in the Transportation Improvement Program (TIP) if the following conditions are met: 1) funding is available in the year proposed, and 2) funds can be obligated by the operator in the year proposed. Project fund sources will be assigned by MTC staff and will be based on project eligibility and the results of the Multi-County Agreement model.

FTA Public Involvement Process and the TIP

FTA Public Involvement Process: To receive an FTA grant, a grant applicant must meet certain public participation requirements in development of the FTA programs. As provided for in FTA Circular 9030.1E (revised January 16, 2014), FTA considers a grantee to have met the public participation requirements associated with the annual development of the Program of Projects when the grantee follows the public involvement process outlined in the FHWA/FTA planning regulations for the TIP. In lieu of a separate public involvement process, MTC will follow the public involvement process for the TIP.

Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a TIP for the MTC Region. The TIP is a four-year programming document, listing federally funded transportation projects, projects requiring a federal action, and projects deemed regionally significant. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region.

Changes to the Transit Capital Priorities Program

Each year after FTA releases apportionments for its formula funding programs, the preliminary TCP Program for the year will be revised if necessary to fit within the available revenues. The annual program revisions and corresponding amendment to the TIP is referred to as the Program of Projects (POP) Amendment, and finalizes the program for the year.

As part of the POP amendment, project sponsors may also request discretionary amendments to the preliminary program that conform to the TCP Process and Criteria

programming policies. Discretionary amendments may be allowed only in certain circumstances. The following general principles govern changes:

- Amendments are not routine. Any proposed changes will be carefully studied.
- Amendments are subject to MTC and TFWG review.
- Amendments which adversely impact another operator's project will not be included without the prior agreement of other operators to the change.
- Amendments will be acceptable only when proposed changes are within the prescribed financial constraints of the TIP.
- Emergency or urgent projects will be considered on a case-by-case basis as exceptions.

Operators proposing the change must provide relevant information to substantiate the urgency of the proposed amendment. Projects that impede delivery of other projects will be considered only if an agreement can be reached between the affected operators for deferring or eliminating the affected projects from consideration.

Following the FY2020-21 program, project sponsors will be able to make revisions to their requests for future years.

Funding Shortfalls

If final apportionments for the FTA formula programs come in lower than MTC has previously estimated, MTC staff will first redistribute programming to other urbanized areas with surplus apportionments in which the projects are eligible, and, second, negotiate with operators to constrain project costs or defer projects to a future year. If sufficient resolution is not possible, MTC will consider additional information, including project readiness, prior funding (if the project is a phased multi-year project), whether the project had been previously deferred, and the amount of federal funds that each of the concerned operators received in recent years, before making reductions to programming. As a final option for closing any shortfalls, staff may institute an across-the-board reduction in programming, proportionally allocated within each affected urbanized area.

Project Review

Each operator is expected to complete their own Federal grant application using FTA's Transit Award Management System (TrAMS). MTC staff will review grant applications and submit concurrence letters to FTA on behalf of project sponsors as needed.

Program Period

The TCP Criteria will be used to develop a program of projects for FY2020-21, aligned with the FAST Act continuing resolution in place at time of adoption. Staff will endeavor to align future updates with multi-year programming under any new surface

transportation authorization in order to help operators with multi-year capital budgeting, and to help the region take a longer-term view of capital replacement needs.

B. Project Eligibility

Federal Requirements and Eligibility

Federal and State Legislation

Projects selected will conform to the requirements of the FAST Act, Clean Air Act Amendments of 1990 (CAAA), the California Clean Air Act (CCAA), and the Americans with Disabilities Act (ADA). Project sponsors shall agree to comply with federal law, including all applicable requirements of the FAST Act, CAAA, ADA, Section 504 of the Rehabilitation Act, and Title VI of the Civil Rights Act of 1964, in implementing their Projects.

Intelligent Transportation Systems (ITS) Architecture Policy

Project sponsors will be required to meet the Federal Transit Administration's National ITS Architecture Policy as established by FTA Federal Register Notice Number 66 FR 1455 published January 8, 2001 and as incorporated by the regional architecture policy which can be accessed at: <http://mtc.ca.gov/our-work/operate-coordinate/intelligent-transportation-systems-its>.

1% Security Policy

Project sponsors are also required to meet the FTA 1% security set-aside provisions as established in the FY2004-05 Certifications and Assurances, FTA Federal Register Notice Number 69 FR 62521 published on October 26, 2004, and as it may be refined by FTA in future notifications. An updated circular (FTA Circular 9030.1E - January 16, 2014) includes additional certification requirement by designated recipients at the urbanized area level. As the designated recipient, MTC will review the grant applications for each appropriations year for compliance and certification to FTA. The security programming may not apply to all eligible operators in a UA, depending on need for security projects. Refer to the applicable FTA circulars for additional information.

Program Eligibility

Program eligibility is based on the statutory eligibility for the FTA Section 5307, 5337 and 5339 programs. Following are the program eligibility for each of the three funding programs authorized by the FAST Act. If revisions to eligibility for these programs are adopted as part of reauthorizing legislation of FTA circulars or other guidance issued by FTA, the region will consider conforming amendments to the TCP Process and Criteria.

FTA Section 5307 Urbanized Area Federally Defined Program Eligibility (Statutory Reference: 49USC5307): Capital projects; planning; job access and reverse commute projects; and operating costs of equipment and facilities for use in public transportation in urbanized areas with a population of fewer than 200,000, and, in certain

circumstances, in urbanized areas with a population greater than 200,000. Eligible capital projects include—

- (A) acquiring, constructing, supervising, or inspecting equipment or a facility for use in public transportation, expenses incidental to the acquisition or construction (including designing, engineering, location surveying, mapping, and acquiring rights-of-way), payments for the capital portions of rail trackage rights agreements, transit-related intelligent transportation systems, relocation assistance, acquiring replacement housing sites, and acquiring, constructing, relocating, and rehabilitating replacement housing;
- (B) rehabilitating a bus;
- (C) remanufacturing a bus;
- (D) overhauling rail rolling stock;
- (E) preventive maintenance;
- (F) leasing equipment or a facility for use in public transportation
- (G) a joint development improvement that meet specified requirements
- (H) the introduction of new technology, through innovative and improved products, into public transportation;
- (I) the provision of nonfixed route paratransit transportation services in accordance with section 223 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12143), under specified circumstances;
- (J) establishing a debt service reserve to ensure the timely payment of principal and interest on bonds issued by a grant recipient to finance an eligible project
- (K) mobility management; and
- (L) associated capital maintenance.

FTA Section 5337 State of Good Repair Federally Defined Program Eligibility (Statutory Reference: 49USC5337): Capital projects to maintain fixed guideway and high intensity motorbus public transportation systems in a state of good repair, including projects to replace and rehabilitate—

- (A) rolling stock;
- (B) track;
- (C) line equipment and structures;
- (D) signals and communications;
- (E) power equipment and substations;
- (F) passenger stations and terminals;

- (G) security equipment and systems;
- (H) maintenance facilities and equipment;
- (I) operational support equipment, including computer hardware and software;
and
- (J) development and implementation of a transit asset management plan.

The term 'fixed guideway' means a public transportation facility:

- (A) using and occupying a separate right-of-way for the exclusive use of public transportation;
- (B) using rail;
- (C) using a fixed catenary system;
- (D) for a passenger ferry system; or
- (E) for a bus rapid transit system.

The term 'high intensity motorbus' means public transportation that is provided on a facility with access for other high-occupancy vehicles.

FTA Section 5339 Bus and Bus Facilities Federally Defined Program Eligibility (Statutory Reference: 49USC5339): Capital projects—

- (1) to replace, rehabilitate, and purchase buses and related equipment; and
- (2) to construct bus-related facilities.

Regional Requirements and Eligibility

Urbanized Area Eligibility

Transit operators are required to submit annual reports to the National Transit Database. Service factors reported in large urbanized areas partially determine the amounts of FTA Section 5307, 5337 and 5339 funds generated in the region. MTC staff will work with members of the Partnership to coordinate reporting of service factors in order to maximize the amount of funds generated in the region and to determine urbanized area eligibility. An operator is eligible to claim FTA funds only in designated urbanized areas as outlined in Table 1 below. Eligibility is based on geographical operations, NTD reporting, and agreements with operators.

Table 1. Urbanized Area Eligibility

Urbanized Area	Eligible Transit Operators
San Francisco-Oakland	AC Transit, ACE, BART, Caltrain, GGBHTD, Marin County Transit District, SFMTA, SamTrans, SMART, Union City Transit, Water Emergency Transportation Authority, WestCAT
San Jose	ACE, Caltrain, VTA
Concord	ACE, BART, CCCTA, LAVTA
Antioch	BART, ECCTA
Santa Rosa	GGBHTD, Santa Rosa City Bus, SMART, Sonoma County Transit
Vallejo	Napa Vine on behalf of American Canyon, Solano County Transit
Fairfield	Fairfield-Suisun Transit
Vacaville	Vacaville Transit
Napa	Napa VINE
Livermore	ACE, LAVTA
Gilroy-Morgan Hill	Caltrain, VTA
Petaluma	GGBHTD, Petaluma Transit, Sonoma County Transit

- (i) Altamont Commuter Express (ACE) is eligible to claim funds in four of the San Francisco Bay Area's urbanized areas according to Federal Transit Administration statute. ACE has entered into an agreement with other operators eligible to claim funds in the San Jose UZA, which prevents ACE from claiming funds in that UZA. Likewise, ACE has also determined that they will be reporting their Livermore area revenue miles in the Stockton UZA and have elected not to seek funding from the Livermore UZA. The project element that the Regional Priority Model would apportion to these two urbanized areas will be deducted from the total amount of their capital request. ACE operates on track privately owned by Union Pacific. Requests for track rehabilitation, maintenance, and or upgrades for funding in the San Francisco-Oakland and Concord UZAs will be assessed for eligibility upon review of the ACE and Union Pacific agreement.
- (ii) Santa Rosa City Bus, Sonoma County Transit, and SMART will apportion Santa Rosa urbanized area funding in accordance with an agreement between the three agencies, which first incorporated SMART in FY2020, updating the previous agreement between the bus operators.
- (iii) Golden Gate Bridge and Highway Transportation District (GGBHTD) is eligible to claim funds in the Santa Rosa Urbanized Areas. However, as a result of an agreement between the operators and discussion with the TFWG, GGBHTD will not claim funds from the Santa Rosa UZA at this time. However, should it become advantageous to the region for GGBHTD to report revenue miles in the Santa Rosa UZA and thereby claim funds in that UZA, agreements between the operators will be re-evaluated. Golden Gate is an eligible claimant for funds in the Petaluma UZA, and in years where extensive capital needs in other urbanized areas in the region is high; Golden Gate's projects could be funded in the Petaluma UZA.
- (iv) Funding agreements between operators in the San Jose and Gilroy-Morgan Hill UZAs are subject to the conditions outlined in the Caltrain Joint Powers Board Agreement and any agreements negotiated between the Board and MTC.

Eligibility for New Operators

New operators will be required to meet the following criteria before becoming eligible for TCP funding:

- The operator provides public transit services in the San Francisco Bay Area that are compatible with the region's Regional Transportation Plan.
- The operator is an FTA grantee.
- The operator has filed NTD reports for at least two years prior to the first year of programming, e.g., has filed an NTD report for 2019 services and intends to file a report for 2020 to be eligible for FY 2020-21 TCP funding.
- The operator has executed a Cooperative Planning Agreement with MTC.
- The operator has submitted a current SRTP or other board-approved capital plan to MTC.

Screening Criteria

A project must conform to the following threshold requirements before the project can be scored and ranked in the TCP Program's project list. Screening criteria envelopes three basic areas. The following subheadings are used to group the screening criteria.

- Consistency Requirements;
- Financial Requirements;
- Project Specific Requirements;

Consistency Requirements: The proposed project must be consistent with the currently adopted Regional Transportation Plan (RTP). Smaller projects must be consistent with the policy direction of the RTP, as the RTP does not go into a sufficient level of detail to specifically list them.

The proposed project must be consistent with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866.

Projects near or crossing county boundaries must be consistent/complementary with the facility (or proposed facility) in the adjacent county.

Projects must be included in an operator's Short Range Transit Plan or other board-approved capital plan, or in an adopted local or regional plan (such as Congestion Management Programs, Countywide transportation plans pursuant to AB3705, the Seaport and Airport Plans, the State Implementation Plan, the Ozone Attainment Plan, the Regional Transportation Plan, and local General Plans). Requests for replacement/rehabilitation of assets should be consistent with Transit Asset

Management (TAM) plans required by the FTA TAM rule and regional TAM performance metrics.

Financial Requirements: The proposed project has reasonable cost estimates, is supported by an adequate financial plan with all sources of funding identified and a logical cash flow, and has sensible phasing. Transit operators must demonstrate financial capacity, to be documented in the adopted TIP, as required by the FTA. All facilities that require an ongoing operating budget to be useful must demonstrate that such financial capacity exists.

Project Specific Requirements: All projects must be well defined. There must be clear project limits, intended scope of work, and project concept. Planning projects to further define longer range federally eligible projects are acceptable. Examples of projects include:

- Replacement/rehab of one revenue vehicle sub-fleet or ferry vessel; a sub-fleet is defined as the same bus size, manufacturer, and year; or any portion of a train set that reaches the end of its useful life at a common time.
- Train control or traction power replacement/rehab needs for a given year.
- Fixed guideway replacement/rehab needs for a given year (e.g., track replacement and related fixed guideway costs, ferry fixed guideway connectors).

All projects must be well justified, and have a clear need directly addressed by the project. All assets that would be replaced or rehabilitated must be included in the Regional Transit Capital Inventory (RTCI), a database of all transit capital assets in the region. Vehicle replacement projects, in particular, must identify the specific vehicles being replaced as listed in the RTCI.

A proposed project includes an implementation plan that adequately provides for any necessary clearances and approvals. The proposed project must be advanced to a state of readiness for implementation in the year indicated. For this requirement, a project is considered to be ready if grants for the project can be obligated within one year of the award date; or in the case of larger construction projects, obligated according to an accepted implementation schedule.

Asset Useful Life

To be eligible for replacement or rehabilitation, assets must meet the following age requirements in the year of programming:

Table 2. Useful Life of Assets

Heavy-Duty Buses, other than Over-the-Road-Coaches*	12 years (or 500,000 miles in service)
Over-the-Road-Coaches*	14 years (or 500,000 miles in service)
Medium-Duty Buses*	10 years (or 500,000 miles in service)
* (or an additional 5 years for buses rehabilitated with TCP funding)	
Van ¹	4, 5, or 7 years, depending on type
Light Rail Vehicle (LRV)	25 years
Electric Trolleybus	15 years
Heavy Railcar ²	25 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Locomotive	25 years
(or an additional 20 years for locomotives rehabilitated with TCP funding)	
Heavy/Steel Hull Ferries	30 years
(or an additional 20 years for ferries rehabilitated with TCP funding)	
Lightweight/Aluminum Hull Ferries ³	25 years
Used Vehicles ⁴	Varies by type
Tools and Equipment	10 years
Service Vehicle	7 years
Non-Revenue Vehicle	7 years
Track	Varies by track type
Overhead Contact System/3 rd Rail	Varies by type of OCS/3 rd rail
Facility	Varies by facility and component replaced

Notes:

- 1) A paratransit van is a specialized van used in paratransit service only such as service for the elderly and handicapped. Three general categories of vans are acceptable in Transit Capital Priorities: Minivans, Standard Conversion Vans, and Small Medium-Duty Coaches. The age requirements for each type are 4, 5, and 7 years respectively.
- 2) Includes Caltrain and ACE commuter rail and BART urban rail cars.
- 3) Lightweight ferries will not generally last beyond a 25-year useful life. Propulsion and major component elements of lightweight ferries can be replaced in TCP without extending the useful life beyond its anticipated useful life of 25 years.
- 4) Used vehicles are eligible to receive a proportionate level of funding based on the type of vehicle and number of years of additional service. (See "used vehicle replacement" Section IV, Definition of Project Categories).

Early Replacement Programming Requests

Requests to program vehicle replacement funds one or two years prior to the first eligible year in order to advance procurements or to replace vehicles with higher than normal

maintenance costs will be considered if the proposal has minimal impacts on other operators and can be accommodated within the region's fiscal constraints.

Exceptions for replacement of assets prior to the end of their useful life may be considered only if an operator has secured FTA approval for early retirement, which must occur before the annual apportionment has been released.

Compensation for Deferred Replacement (Bus Replacement beyond Minimum Useful Life)

Operators that voluntarily replace buses or vans beyond the minimum federally eligible useful life specified in Table 2 will be eligible for either of two financial compensations:

Option 1. Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).

Option 2. Operators receive half of the savings to the region created by later replacement of vehicles, which may be programmed to lower scoring eligible projects.

Savings to the region are calculated based on the pricelist cost and minimum useful life of the vehicle type. For example, if replacement of a bus with a 12-year useful life and a \$600,000 replacement cost (federal share) is deferred for two years, the savings to the region would be $2/12 \times \$600,000 = \$100,000$. Under Option 1, the operator would receive \$100,000 for eligible Score 10-16 capital projects. Under Option 2, the operator would receive \$50,000, which could be programmed for any eligible project. The region would retain the other \$50,000 in savings to be programmed to other needs in accordance with the TCP policy. Operators may choose between Option 1 and Option 2.

For operators that are proposing to take advantage of the bus replacement compensation, the vehicles being replaced must be older than the age requirements listed above. It is the operator's responsibility to ensure that vehicle replacement requests beyond the minimum useful life maintain a state of good repair for the assets. Requests to activate this policy option should be noted when transmitting project applications to MTC.

Project Funding Caps

In order to prevent committing a significant portion of the programming to an operator in any one year, the following annual funding ceilings for projects are established:

Revenue vehicle replacement projects cannot exceed \$20 million for buses or \$30 million for rail car or ferry vessel replacement and rehabilitation projects, in the aggregate, for all funding programs. If the cost of the vehicle procurement exceeds the annual cap, the difference will be programmed in subsequent years subject to availability of funds.

Fixed guideway replacement and rehabilitation projects in the aggregate cannot exceed the amounts specified for each fixed guideway (FG) operator in Table 3. The total amount of the caps is \$120 million (3% escalation) based on the updated CIP projections. Each operator's cap is based on its share of the updated fixed guideway need projections included in the adopted Plan Bay Area 2040 RTP, with a floor applied so that no operator's cap is reduced by more than 5% from their prior cap.

When developing the proposed TCP programs for FY2020-21 and beyond, the fixed guideway caps may be increased or decreased proportionally, depending on the aggregate demand for Score 16 projects compared to projected revenues. Operators have the option of submitting contingent fixed guideway programming requests equal to 20% of the operator's cap, in addition to requests for programming the cap amount. The contingent requests will be programmed if the program's fiscal balance allows the region to increase the caps.

Additionally, in an attempt to better align FG needs and FG cap programming, in the call for projects for a multi-year program, operators may request more than their annual cap in a particular year if the increase is offset by a lower request in another year (i.e. as long as the total requested for FG projects over a four-year program does not exceed the annual cap times four). When developing the program, staff will attempt to program FG caps as requested. However, in order to balance needs across operators within each UZA, programming may be adjusted to match available funds and project needs.

Table 3. Fixed Guideway Caps

FG Operator	Project Category	Fixed Guideway Cap
ACE	All Eligible FG Categories	\$1,594,000
BART	All Eligible FG Categories	52,646,000
Caltrain	All Eligible FG Categories	13,673,000
GGBHTD	All Eligible FG Categories	5,350,000
SFMTA	All Eligible FG Categories	33,324,000
VTA	All Eligible FG Categories	8,103,000
WETA	All Eligible FG Categories	6,310,000

The cap amount may be programmed to any projects that are eligible for FTA Section 5337 funding and that fall into one of the following categories:

- Track/Guideway Replacement/Rehabilitation
- Traction Power Systems Replacement/Rehabilitation
- Train Control/Signaling Replacement/Rehabilitation
- Dredging
- Ferry Fixed Guideway Connectors Replacement/Rehabilitation
- Ferry Major Component Replacement/Rehabilitation

- Ferry Propulsion Replacement/Rehabilitation
- Cable Car Infrastructure Replacement/Rehabilitation
- Wayside or Onboard Fare Collection Equipment Replacement/Rehabilitation for Fixed Guideway vehicles

Programming for all projects that fall within these categories must be within the operator's cap amount with the exception of fixed guideway infrastructure projects included in the CCCGP program of projects. Such projects may be funded with a combination of fixed guideway cap funds and additional TCP funds above the operator's fixed guideway cap.

Operators may request a one-year waiver to use fixed guideway cap funds for other capital needs that are not included in one of the eligible project categories listed above if the operator can demonstrate that the other capital needs can be addressed by the one-year waiver, or that the use of fixed guideway cap funds is part of a multi-year plan to address the other capital needs. The operator must also demonstrate that the waiver will have minimal impact on the operator's ability to meet its fixed guideway capital needs.

Emergency duration special protocols:

Staff will explicitly consider pandemic impacts on operating and fixed guideway capital needs when assessing these requests. Staff will prioritize FG cap funds when assessing any requests for PM/operating assistance from FG cap operators, pending FTA funding source eligibility, including applicable Emergency Relief provisions. Emergency relief requests and programming are subject to the Principles for Redirecting Funds to Transit Operators (Appendix 3).

Other replacement projects cannot exceed \$5 million. This cap applies to non-vehicle and non-fixed guideway Score 16 projects, including communications systems, bus fare collection equipment (fixed guideway wayside fare collection equipment is covered under the fixed guideway caps), and bus emission reduction devices; and lower scoring replacement projects. Vehicle rehabilitation projects that are treated as Score 16 because the life of the asset is being extended (see Asset Useful Life above) are also subject to this cap. Exceptions to this cap include those projects included in the CCCGP. Replacement of Clipper® fare collection equipment that is centralized under MTC will be treated as a separate project for each operator whose Clipper® equipment is being replaced, including MTC for the replacement of back-end equipment and systems, for the purposes of applying this project funding cap. If project costs exceed the cap, the difference will not automatically be programmed in subsequent years; the region will assess its ability to program additional funding year-by-year based on projected revenues and demand for other Score 16 needs.

Expansion or enhancement projects cannot exceed \$3.75 million.

Vanpool Support Program programming cannot exceed the amount of apportionments per UA generated by vanpool reporting to the NTD.

As part of the development of the program, project caps may be increased or decreased on an annual basis in order to better match programming to available revenues, subject to negotiation and agreement among operators and MTC.

Exceptions to these annual funding ceilings will be considered by MTC and the TFWG on a case-by-case basis after evaluating programming requested through the call for projects, and the region's estimated fiscal resources. For large rehabilitation programs, MTC may conduct negotiations with the appropriate sponsor to discuss financing options and programming commitments.

Bus-Van Pricelist

Requests for funding for buses and vans cannot exceed the prices in the Regional Bus-Van Pricelist for each year of the TCP program as shown in Tables 4 through 7. If an operator elects to replace vehicles with vehicles of a different fuel type, the price listed for the new fuel type vehicle applies, e.g., if an operator is replacing diesel buses with diesel-electric hybrid buses, the operator may request funds up to the amount listed for hybrid buses.

The pricelist was developed through a subcommittee of the TFWG and based on a survey of prices paid by operators in the Bay Area. Price escalation rate by year is noted in the tables.

Note that the bus prices do not include allowances for radios and fareboxes; they will be considered a separate project under the TCP policy. The price of electronic fareboxes varies approximately between \$10,000 and \$14,000 whereas the price of radios varies from \$1,000 to \$5,000. Requests for funding radios and fareboxes should be within the price range mentioned above. Requests above these ranges will require additional justification. Fareboxes for/on fixed guideway vehicles will be funded out of the operators' fixed guideway cap amounts (see Table 3). Operators are expected to include Clipper® wiring and brackets in all new buses, so the buses are Clipper®-ready without requiring additional expenses.

Compensation for Cost Effective Bus Purchases

Under this element of the TCP policy, operators that request less than the full pricelist amount for vehicle replacements would be eligible for either of two financial compensations:

Option 1* Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).

Option 2* Operators receive half of the savings to the region created by cost effective vehicle purchases, which may be programmed to lower scoring (below score 10) eligible projects, including preventive maintenance.

The intent of this policy element is to ensure that the region's limited funds can cover more of the region's capital needs while targeting funding to the vehicles most in need of replacement.

*If the amount of federal apportionments received does not allow us to fully program all Score 16 projects, MTC reserves the right to reduce the percentage of savings that would go back to the operator.

Table 4: Regional Bus-Van Pricelist, FY2020-21

Vehicle Type	Total	Federal/MTC	Local	Federal/MTC %	Local %
Minivan Under 22'	71,000	56,800	14,200	80%	20%
Cut-Away/Van, 4 or 5-Year, Gas	101,000	80,800	20,200	80%	20%
Cut-Away/Van, 4 or 5-Year, Diesel	114,000	91,200	22,800	80%	20%
Cut-Away/Van, 4 or 5-Year, CNG	131,000	104,800	26,200	80%	20%
Cut-Away/Van, 7-Year, Gas	114,000	91,200	22,800	80%	20%
Cut-Away/Van, 7-Year, Diesel	161,000	128,800	32,200	80%	20%
Cut-Away/Van, 7-Year, CNG	214,000	171,200	42,800	80%	20%
Transit Bus 30' Diesel	523,000	418,400	104,600	80%	20%
Transit Bus 30' CNG	597,000	477,600	119,400	80%	20%
Transit Bus 30' Hybrid	782,000	625,600	156,400	80%	20%
Transit Bus 30' Battery	900,000	720,000	180,000	80%	20%
Transit Bus 35' Diesel	578,000	462,400	115,600	80%	20%
Transit Bus 35' CNG	686,000	548,800	137,200	80%	20%
Transit Bus 35' Hybrid	835,000	668,000	167,000	80%	20%
Transit Bus 35' Battery	912,000	729,600	182,400	80%	20%
Transit Bus 40' Diesel	554,000	443,200	110,800	80%	20%
Transit Bus 40' CNG	611,000	488,800	122,200	80%	20%
Transit Bus 40' Hybrid	847,000	677,600	169,400	80%	20%
Transit Bus 40' Battery	1,088,000	870,400	217,600	80%	20%
Transit Bus 40' Fuel-Cell	1,218,000	974,400	243,600	80%	20%
Over-the-Road 45' Diesel	659,000	527,200	131,800	80%	20%
Over-the-Road 45' CNG	866,000	692,800	173,200	80%	20%
Over-the-Road 45' Battery	1,145,000	916,000	229,000	80%	20%
Articulated 60' Diesel	888,000	710,400	177,600	80%	20%
Articulated 60' Hybrid	1,265,000	1,012,000	253,000	80%	20%
Articulated 60' Battery	1,363,000	1,090,400	272,600	80%	20%
Articulated 60' Fuel-Cell	1,543,000	1,234,400	308,600	80%	20%
Double-Decker Diesel	1,049,000	839,200	209,800	80%	20%
Notes:					
1. Prices escalated 1.887% over FY2019-20 Pricelist Survey responses, rounded to the nearest \$1,000. If survey responses were not available for a given Vehicle Type, the adopted FY20 Pricelist Total was used as the baseline.					
2. For buses with dual-side doors, add \$50,000 to the total (\$40,000 Federal, \$10,000 Local).					
3. For vehicle procurements over 20, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.					

Table 5: Regional Bus-Van Pricelist, FY2021-22

Vehicle Type	Total	Federal/MTC	Local	Federal/MTC %	Local %
Minivan Under 22'	72,000	57,600	14,400	80%	20%
Cut-Away/Van, 4 or 5-Year, Gas	103,000	82,400	20,600	80%	20%
Cut-Away/Van, 4 or 5-Year, Diesel	116,000	92,800	23,200	80%	20%
Cut-Away/Van, 4 or 5-Year, CNG	133,000	106,400	26,600	80%	20%
Cut-Away/Van, 7-Year, Gas	116,000	92,800	23,200	80%	20%
Cut-Away/Van, 7-Year, Diesel	164,000	131,200	32,800	80%	20%
Cut-Away/Van, 7-Year, CNG	218,000	174,400	43,600	80%	20%
Transit Bus 30' Diesel	533,000	426,400	106,600	80%	20%
Transit Bus 30' CNG	608,000	486,400	121,600	80%	20%
Transit Bus 30' Hybrid	797,000	637,600	159,400	80%	20%
Transit Bus 30' Battery	917,000	733,600	183,400	80%	20%
Transit Bus 35' Diesel	589,000	471,200	117,800	80%	20%
Transit Bus 35' CNG	699,000	559,200	139,800	80%	20%
Transit Bus 35' Hybrid	851,000	680,800	170,200	80%	20%
Transit Bus 35' Battery	929,000	743,200	185,800	80%	20%
Transit Bus 40' Diesel	564,000	451,200	112,800	80%	20%
Transit Bus 40' CNG	623,000	498,400	124,600	80%	20%
Transit Bus 40' Hybrid	863,000	690,400	172,600	80%	20%
Transit Bus 40' Battery	1,109,000	887,200	221,800	80%	20%
Transit Bus 40' Fuel-Cell	1,241,000	992,800	248,200	80%	20%
Over-the-Road 45' Diesel	671,000	536,800	134,200	80%	20%
Over-the-Road 45' CNG	882,000	705,600	176,400	80%	20%
Over-the-Road 45' Battery	1,167,000	933,600	233,400	80%	20%
Articulated 60' Diesel	905,000	724,000	181,000	80%	20%
Articulated 60' Hybrid	1,289,000	1,031,200	257,800	80%	20%
Articulated 60' Battery	1,389,000	1,111,200	277,800	80%	20%
Articulated 60' Fuel-Cell	1,572,000	1,257,600	314,400	80%	20%
Double-Decker Diesel	1,069,000	855,200	213,800	80%	20%
Notes:					
1. Prices escalated 1.887% over FY2020-21 Pricelist Survey responses, rounded to the nearest \$1,000. If survey responses were not available for a given Vehicle Type, the adopted FY20 Pricelist Total was used as the baseline.					
2. For buses with dual-side doors, add \$50,000 to the total (\$40,000 Federal, \$10,000 Local).					
3. For vehicle procurements over 20, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.					

Table 6: Regional Bus-Van Pricelist, FY2022-23

Vehicle Type	Total	Federal/MTC	Local	Federal/MTC %	Local %
Minivan Under 22'	73,000	58,400	14,600	80%	20%
Cut-Away/Van, 4 or 5-Year, Gas	105,000	84,000	21,000	80%	20%
Cut-Away/Van, 4 or 5-Year, Diesel	118,000	94,400	23,600	80%	20%
Cut-Away/Van, 4 or 5-Year, CNG	136,000	108,800	27,200	80%	20%
Cut-Away/Van, 7-Year, Gas	118,000	94,400	23,600	80%	20%
Cut-Away/Van, 7-Year, Diesel	167,000	133,600	33,400	80%	20%
Cut-Away/Van, 7-Year, CNG	222,000	177,600	44,400	80%	20%
Transit Bus 30' Diesel	543,000	434,400	108,600	80%	20%
Transit Bus 30' CNG	619,000	495,200	123,800	80%	20%
Transit Bus 30' Hybrid	812,000	649,600	162,400	80%	20%
Transit Bus 30' Battery	934,000	747,200	186,800	80%	20%
Transit Bus 35' Diesel	600,000	480,000	120,000	80%	20%
Transit Bus 35' CNG	712,000	569,600	142,400	80%	20%
Transit Bus 35' Hybrid	867,000	693,600	173,400	80%	20%
Transit Bus 35' Battery	947,000	757,600	189,400	80%	20%
Transit Bus 40' Diesel	575,000	460,000	115,000	80%	20%
Transit Bus 40' CNG	635,000	508,000	127,000	80%	20%
Transit Bus 40' Hybrid	879,000	703,200	175,800	80%	20%
Transit Bus 40' Battery	1,130,000	904,000	226,000	80%	20%
Transit Bus 40' Fuel-Cell	1,264,000	1,011,200	252,800	80%	20%
Over-the-Road 45' Diesel	684,000	547,200	136,800	80%	20%
Over-the-Road 45' CNG	899,000	719,200	179,800	80%	20%
Over-the-Road 45' Battery	1,189,000	951,200	237,800	80%	20%
Articulated 60' Diesel	922,000	737,600	184,400	80%	20%
Articulated 60' Hybrid	1,313,000	1,050,400	262,600	80%	20%
Articulated 60' Battery	1,415,000	1,132,000	283,000	80%	20%
Articulated 60' Fuel-Cell	1,602,000	1,281,600	320,400	80%	20%
Double-Decker Diesel	1,089,000	871,200	217,800	80%	20%
Notes:					
1. Prices escalated 1.887% over FY2021-22 Pricelist Survey responses, rounded to the nearest \$1,000. If survey responses were not available for a given Vehicle Type, the adopted FY20 Pricelist Total was used as the baseline.					
2. For buses with dual-side doors, add \$50,000 to the total (\$40,000 Federal, \$10,000 Local).					
3. For vehicle procurements over 20, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.					

Table 7: Regional Bus-Van Pricelist, FY2023-24

Vehicle Type	Total	Federal/MTC	Local	Federal/MTC %	Local %
Minivan Under 22'	74,000	59,200	14,800	80%	20%
Cut-Away/Van, 4 or 5-Year, Gas	107,000	85,600	21,400	80%	20%
Cut-Away/Van, 4 or 5-Year, Diesel	120,000	96,000	24,000	80%	20%
Cut-Away/Van, 4 or 5-Year, CNG	139,000	111,200	27,800	80%	20%
Cut-Away/Van, 7-Year, Gas	120,000	96,000	24,000	80%	20%
Cut-Away/Van, 7-Year, Diesel	170,000	136,000	34,000	80%	20%
Cut-Away/Van, 7-Year, CNG	226,000	180,800	45,200	80%	20%
Transit Bus 30' Diesel	553,000	442,400	110,600	80%	20%
Transit Bus 30' CNG	631,000	504,800	126,200	80%	20%
Transit Bus 30' Hybrid	827,000	661,600	165,400	80%	20%
Transit Bus 30' Battery	952,000	761,600	190,400	80%	20%
Transit Bus 35' Diesel	611,000	488,800	122,200	80%	20%
Transit Bus 35' CNG	725,000	580,000	145,000	80%	20%
Transit Bus 35' Hybrid	883,000	706,400	176,600	80%	20%
Transit Bus 35' Battery	965,000	772,000	193,000	80%	20%
Transit Bus 40' Diesel	586,000	468,800	117,200	80%	20%
Transit Bus 40' CNG	647,000	517,600	129,400	80%	20%
Transit Bus 40' Hybrid	896,000	716,800	179,200	80%	20%
Transit Bus 40' Battery	1,151,000	920,800	230,200	80%	20%
Transit Bus 40' Fuel-Cell	1,288,000	1,030,400	257,600	80%	20%
Over-the-Road 45' Diesel	697,000	557,600	139,400	80%	20%
Over-the-Road 45' CNG	916,000	732,800	183,200	80%	20%
Over-the-Road 45' Battery	1,211,000	968,800	242,200	80%	20%
Articulated 60' Diesel	939,000	751,200	187,800	80%	20%
Articulated 60' Hybrid	1,338,000	1,070,400	267,600	80%	20%
Articulated 60' Battery	1,442,000	1,153,600	288,400	80%	20%
Articulated 60' Fuel-Cell	1,632,000	1,305,600	326,400	80%	20%
Double-Decker Diesel	1,110,000	888,000	222,000	80%	20%
Notes:					
1. Prices escalated 1.887% over FY2022-23 Pricelist Survey responses, rounded to the nearest \$1,000. If survey responses were not available for a given Vehicle Type, the adopted FY20 Pricelist Total was used as the baseline.					
2. For buses with dual-side doors, add \$50,000 to the total (\$40,000 Federal, \$10,000 Local).					
3. For vehicle procurements over 20, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.					

Table 7B: Regional Bus-Van Pricelist, FY2024-25

Vehicle Type	Total	Federal/MTC	Local	Federal/MTC %	Local %
Minivan Under 22'	75,000	60,000	15,000	80%	20%
Cut-Away/Van, 4 or 5-Year, Gas	109,000	87,200	21,800	80%	20%
Cut-Away/Van, 4 or 5-Year, Diesel	122,000	97,600	24,400	80%	20%
Cut-Away/Van, 4 or 5-Year, CNG	142,000	113,600	28,400	80%	20%
Cut-Away/Van, 7-Year, Gas	122,000	97,600	24,400	80%	20%
Cut-Away/Van, 7-Year, Diesel	173,000	138,400	34,600	80%	20%
Cut-Away/Van, 7-Year, CNG	230,000	184,000	46,000	80%	20%
Transit Bus 30' Diesel	563,000	450,400	112,600	80%	20%
Transit Bus 30' CNG	643,000	514,400	128,600	80%	20%
Transit Bus 30' Hybrid	843,000	674,400	168,600	80%	20%
Transit Bus 30' Battery	970,000	776,000	194,000	80%	20%
Transit Bus 35' Diesel	623,000	498,400	124,600	80%	20%
Transit Bus 35' CNG	739,000	591,200	147,800	80%	20%
Transit Bus 35' Hybrid	900,000	720,000	180,000	80%	20%
Transit Bus 35' Battery	983,000	786,400	196,600	80%	20%
Transit Bus 40' Diesel	597,000	477,600	119,400	80%	20%
Transit Bus 40' CNG	659,000	527,200	131,800	80%	20%
Transit Bus 40' Hybrid	913,000	730,400	182,600	80%	20%
Transit Bus 40' Battery	1,173,000	938,400	234,600	80%	20%
Transit Bus 40' Fuel-Cell	1,312,000	1,049,600	262,400	80%	20%
Over-the-Road 45' Diesel	710,000	568,000	142,000	80%	20%
Over-the-Road 45' CNG	933,000	746,400	186,600	80%	20%
Over-the-Road 45' Battery	1,234,000	987,200	246,800	80%	20%
Articulated 60' Diesel	957,000	765,600	191,400	80%	20%
Articulated 60' Hybrid	1,363,000	1,090,400	272,600	80%	20%
Articulated 60' Battery	1,469,000	1,175,200	293,800	80%	20%
Articulated 60' Fuel-Cell	1,663,000	1,330,400	332,600	80%	20%
Double-Decker Diesel	1,131,000	904,800	226,200	80%	20%
Notes:					
1. Prices escalated 1.887% over FY2023-24 Pricelist Survey responses, rounded to the nearest \$1,000. If survey responses were not available for a given Vehicle Type, the adopted FY20 Pricelist Total was used as the baseline.					
2. For buses with dual-side doors, add \$50,000 to the total (\$40,000 Federal, \$10,000 Local).					
3. For vehicle procurements over 20, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.					

Project Definition and Scoring

Project Scoring

All projects submitted to MTC for TCP programming consideration that have passed the screening process will be assigned scores by project category as indicated in Table 8.

Table 8. Project Scores

<u>Project Category/Description</u>	<u>Project Score</u>
Debt Service	17
Debt service – repayment of financing issued against future FTA revenues. Debt service, including principal and interest payments, for any financing required to advance future FTA or STP revenues to fund annual TCP or CCCGP programs of projects will be treated as score 17.	
Revenue Vehicle Replacement	16
Vehicle Replacement - replacement of a revenue vehicle at the end of its useful life (see Asset Useful Life above). Vehicles previously purchased with revenue sources other than federal funds are eligible for FTA formula funding as long as vehicles meet the replacement age. Vehicles are to be replaced with vehicles of similar size (up to 5' size differential) and seating capacity, e.g., a 40-foot coach replaced with a 40-foot coach and not an articulated vehicle. If an operator is electing to purchase smaller or larger buses (above or below a 5' size differential), or do a sub-fleet reconfiguration, the replacement sub-fleet will have a comparable number of seats as the vehicles being replaced. Paratransit vehicles can be replaced with the next larger vehicle providing the existing vehicle is operated for the useful life period of the vehicle that it is being upgraded to. Any other significant upgrade in size will be considered as vehicle expansion and not vehicle replacement. For urgent replacements not the result of deferred maintenance and replacement of assets 20% older than the usual replacement cycle (e.g., 12 or 16 years for buses depending on type of bus), a project may receive an additional point.	
Revenue Vehicle Rehabilitation	16
Vehicle Rehabilitation - major maintenance, designed to extend the useful life of a revenue vehicle (+5 years for buses, +20 years for railcars, +20 years for locomotives, +20 years for heavy hull ferries). Rehabilitation of historic railcars, which have, by definition, extended useful lives, is included in this category.	
Core Capacity Challenge Grant Program Projects	16
Projects proposed for TCP funding in the CCCGP (MTC Resolution No. 4123) that are not otherwise Score 16.	
Used Vehicle Replacement	16
Used Vehicle Replacement - replacement of a vehicle purchased used (applicable to buses, ferries, and rail cars) is eligible for federal, state, and local funding that MTC administers. Funds in this category include FTA Section 5307, STP, CMAQ, STIP, and Net Toll Revenues. However, funding for replacement of the used vehicle will be limited to a proportionate share of the total project cost, equal to the number of years the used vehicle is operated beyond its standard useful life divided by its standard useful life (e.g., if a transit property retained and operated a used transit bus for 5 years, it is eligible to receive 5/12 th of the allowable programming for the project).	

Fixed Guideway Replacement / Rehabilitation	16
Rehabilitation/Replacement Fixed Guideway - projects replacing or rehabilitating fixed guideway equipment at the end of its useful life, including rail, guideway, bridges, traction power systems, wayside train control systems, overhead wires, cable car infrastructure, and computer/communications systems with a primary purpose of communicating with or controlling fixed guideway equipment. Projects in this category are subject to fixed guideway project caps.	
Ferry Propulsion Systems	16
Ferry Propulsion Replacement—projects defined as the mid-life replacement and rehabilitation of ferry propulsion systems in order that vessels are able to reach their 25-year useful life. Projects in this category are subject to fixed guideway project caps.	
Ferry Major Component	16
Ferry Major Components—projects associated with propulsion system, inspection, and navigational equipment required to reach the full economic life of a ferry vessel. Projects in this category are subject to fixed guideway project caps.	
Ferry Fixed Guideway Connectors	16
Ferry Fixed Guideway Connectors—floats, gangways, and ramps associated with the safe moorage and boarding of passengers to/from ferry vessels. Projects in this category are subject to fixed guideway project caps.	
Revenue Vehicle Communication Equipment	16
Communication Equipment – Includes on-board radios, radio base stations, and computer/communications systems with a primary purpose of communicating with and/or location/navigation of revenue vehicles, such as GPS/AVL systems.	
Non-Clipper® Fare Collection/Fareboxes	16
Revenue vehicle and wayside fare equipment are eligible for replacement as score 16. The maximum programming allowance for revenue vehicle fare equipment purchased separately from revenue vehicles is outlined in Section III, Project Funding Caps, providing the fare equipment is not replaced prior to the 12-year replacement cycle for buses. Fare equipment must be compatible with the Clipper® fare collection system.	
Clipper®	16
Clipper® - replacement of Clipper® fare collection equipment and systems.	
Bus Diesel Emission Reduction Devices	16
Bus diesel emission reduction devices or device components required to meet or exceed California Air Resources Board requirements, including first-time retrofits, upgrades, replacements and spares. Devices or components must be installed on buses that will remain in service for at least five (5) years following year programming in order to be treated as Score 16. Only spares up to 10% of the operator's current device inventory will be treated as Score 16. Bus diesel emission device projects treated as Score 16 require a 50% local match. Devices or components installed on buses scheduled to be replaced within five (5) years of programming, and spares in excess of 10% of the operator's inventory, will be treated as Preventive Maintenance (Score 9). See Section V. Programming Policies, Bus Diesel Emission Reduction Device Funding Program.	
Vanpool Support Program	16
Turnkey vanpool services contracted by MTC. This program is subject to funding cap at levels no greater than the projected apportionments generated by vanpool reporting in the urbanized area.	
Safety	15

<p>Safety/Security - projects addressing potential threats to life and/or property. The project may be maintenance of existing equipment or new safety capital investments. Includes computer/communications systems with a primary purpose of communicating with/controlling safety systems, including ventilation fans, fire suppression, fire alarm, intruder detection, CCTV cameras, and emergency “blue light” phones. Adequate justification that the proposed project will address safety and/or security issues must be provided. The TFWG will be provided an opportunity to review proposed projects before a project is programmed funds in a final program. Projects that contribute to a 1% security requirement will be considered Score 16.</p>	
ADA/Non Vehicle Access Improvement	14
<p>ADA - capital projects needed for ADA <i>compliance</i>. Does not cover routine replacement of ADA-related capital items. Project sponsor must provide detailed justification that the project is proposed to comply with ADA. Subject to TFWG review.</p>	
Fixed/Heavy Equipment, Maintenance/Operating Facilities	13
<p>Fixed/Heavy equipment and Operations/Maintenance facility - replacement/rehabilitation of major maintenance equipment, generally with a unit value over \$10,000; replacement/rehabilitation of facilities on a schedule based upon the useful life of the components.</p>	
Station/Intermodal Stations/Parking Rehabilitation	12
<p>Stations/Intermodal Centers/Patron Parking Replacement/Rehab - replacement/rehabilitation of passenger facilities. Includes computer/communications systems with a primary purpose of communicating with/controlling escalators or elevators, and public address or platform display systems at stations or platforms.</p>	
Service Vehicles	11
<p>Service Vehicles - replacement/rehabilitation of non-revenue and service vehicles based on useful life schedules.</p>	
Tools and Equipment	10
<p>Tools and Equipment - maintenance tools and equipment, generally with a unit value below \$10,000.</p>	
Administrative Computer Systems and Office Equipment	9
<p>Office Equipment - computers, copiers, fax machines, etc. Includes administrative - MIS, financial, HR, scheduling, transit asset management, and maintenance management systems.</p>	
Preventive Maintenance	9
<p>Preventive Maintenance - ongoing maintenance expenses (including labor and capital costs) of revenue and non-revenue vehicles that do not extend the life of the vehicle. This includes mid-life change-out of tires, tubes, engines and transmissions that do not extend the life of the vehicle beyond the twelve years life cycle. Preventive Maintenance may be treated as Score 16 under certain circumstances; see Section V. Programming Policies, Preventive Maintenance Funding.</p>	
Operational Improvements/Enhancements	8
<p>Operational Improvement/Enhancements - any project proposed to improve and/or enhance the efficiency of a transit facility.</p>	
Operations	8
<p>Operations—costs associated with transit operations such as the ongoing maintenance of transit vehicles including the cost of salaries. See Section V, Limited Use of FTA Funds for Operating Purposes.</p>	
Expansion	8
<p>Expansion - any project needed to support expanded service levels.</p>	

C. Programming Policies

Project Apportionment Model for Eligible Urbanized Areas

There are four elements that need to be considered to determine operators' urbanized area apportionment: multi-county agreements, high-scoring capital needs, the 10% ADA set-aside amounts, the Lifeline set-aside amounts, and the Unanticipated Costs Reserve. The Regional Priority Model, as explained in paragraph (a), establishes funding priority for apportioning high-scoring capital projects to eligible urbanized areas. Funding may be limited by multi-county agreements as explained in paragraph (b) below. Eligible programming revenues are net of the 10% ADA set-aside discussed in paragraph (c) below, and the Vehicle Procurement Reserve, if any, described at the end of this section.

- a) *Regional Priority Programming Model:* The 2000 Census changes to the region's urbanized areas made numerous operators eligible to claim funds in more than one urbanized area. This has necessitated a procedure for apportioning projects to eligible urbanized areas. The *Regional Priority Model*, as described below, was fashioned to prioritize funds for the replacement of the region's transit capital plant, while minimizing the impact of the 2000 Census boundary changes. The 2010 Census did not result in any major changes to the region's urbanized areas.

The model assumes a regional programming perspective and constrains regional capital demand to the amount of funds available to the region, prior to apportioning projects to urbanized areas. It then apportions projects to urbanized areas in the following order:

- i. Funds are apportioned first for operators that are the exclusive claimant in a single UZA (e.g., LAVTA, Fairfield, etc.)
 - ii. Fund projects for operators that are restricted to receiving funds in one urbanized area (e.g., SFMTA, AC Transit, WestCAT, CCCTA, etc.)
 - iii. Fund balance of operator projects among multiple urbanized areas, as eligibility allows, with the objective of fully funding as many high scoring projects as possible.
 - iv. Reduce capital projects proportionately in urbanized areas where need exceeds funds available.
 - v. Fund lower scoring projects (additional programming flexibility) to operators in urbanized areas where apportionments exceed project need.
- b) *Multi-County Agreements:* For some operators, urbanized area (UZA) apportionments are guided by multi-county agreements. Aside from the

acknowledged agreements, funds are apportioned based on the regional priority model.

There are three specific agreements that are being honored under the negotiated multi-county agreement model: the Caltrain Joint Powers Board Agreement, the Altamont Commuter Express (ACE) Cooperative Services Agreement and the Santa Rosa UZA Agreement.

Consideration for future agreements will include representation from each interested county, interested transit property, or an appointed designee, and be approved by all operators in the affected UZA and MTC.

- c) *10% ADA Paratransit Service Set-Aside*: The FAST Act caps the share of each urbanized area's Section 5307 apportionment that can be programmed for ADA paratransit service operating costs at 10%. An amount equal to 10% of each participating urbanized area's FTA Section 5307 apportionment will be set-aside to assist operators in defraying ADA paratransit operating expenses. The purpose of this set-aside is to ensure that in any one year, a transit operator can use these funds to provide ADA service levels necessary to maintain compliance with the federal law, without impacting existing levels of fixed route service. ADA set-aside programmed to small UZA operators will not impact eligible programming amounts in large UZAs.

The formula for distributing the 10% ADA operating set-aside among the eligible operators in each UA is based on the following factors:

- (i) Annual Demand Response (DR) Operating Expenses (45%),
- (ii) Annual Demand Response (DR) Ridership (45%), and
- (iii) Annual Overall Ridership (10%)
- (iv) Operators with zero DR Operating Expenses and DR Ridership will not receive ADA set-aside.

Table 7 shows the percentages by operator and urbanized area (Data Source: NTD, Year: 2018). The table may be revised based on updated NTD data in future years.

Table 7: ADA Set-aside Percentages by Operator and Urbanized Area

Operator	Large UZAs					Small UZAs						
	San Francisco-Oakland	San Jose	Concord	Antioch	Santa Rosa	Vallejo	Fairfield	Vacaville	Napa	Livermore	Gilroy-MH	Petaluma
AC Transit	35.6%											
ACE	0.0%		0.0%									
BART	12.3%		27.7%	21.1%								
Caltrain	0.0%	0.0%										
CCCTA			61.0%									
Fairfield-Suisun Transit							100%					
GGBHTD	1.9%											
LAVTA			11.2%							100%		
Marin County Transit	5.5%											
Napa VINE						19.7%			100%			
Petaluma Transit												65.0%
SamTrans	13.7%											
SFMTA	28.2%											
Santa Rosa CityBus					41.0%							
SolTrans						80.3%						
Sonoma County Transit					59.0%							35.0%
SMART	0.0%				0.0%							0.0%
Tri Delta Transit				78.9%								
Union City	1.0%											
Vacaville								100%				
WestCat	1.9%											
WETA	0.0%											
VTA		100.0%									100%	
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- 1) For small UZAs of Fairfield, Vacaville, and Napa, ADA Paratransit Programming is optional, as funds may be otherwise programmed for other operating expenses.
- 2) Formula based on three weighted factors: a) Operator's Annual Demand Response Expenses (45%), b) Operator's Annual Demand Response Ridership (45%), and c) Operator's Overall Annual Systemwide Ridership (10%).
- 3) To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area.
- 4) ACE, Caltrain, SMART, and WETA do not report Demand Response service statistics to NTD, and are therefore ineligible for an ADA Set-Aside share.
- 5) Percent shares are based on the 2018 NTD Report.

An operator may use its share of the FTA Section 5307 set-aside for other capital projects if the operator can certify that:

- Their ADA paratransit operating costs are fully funded in its proposed annual budget;
- For jointly-funded paratransit services, operators' FTA Section 5307 ADA set-aside shares have been jointly considered in making decisions on ADA service levels and revenues.

If MTC is satisfied with the operator's certification, the operator may re-program its set-aside for any Score 16 project(s), including those projects funded under

FG caps. To ensure that the Section 5307 10% set-aside funding is duly considered for annual ADA paratransit needs, there will be no multi-year programming of the 10% ADA set-aside to capital-only purposes.

- d) *Lifeline Set-Aside*: MAP-21 eliminated the Job Access and Reverse Commute (JARC) program (Section 5316) and combined JARC functions and funding with the Urbanized Area Formula (Section 5307) and the Non-urbanized Area Formula (Section 5311) programs. JARC projects were made eligible for 5307 funding, and 3.07% of 5307 appropriations are apportioned by the JARC low-income formula. However, there are no minimum or maximum amounts that can be programmed for JARC projects.

The region has historically used JARC funds apportioned to large urbanized areas to support the Lifeline program. In recognition of the changes to the JARC program and the continued need for funding for the Lifeline program:

- The first priority for 5307 funds apportioned by the JARC formula is the Lifeline program;
- Funds will be set aside for the Lifeline program based on an analysis of the amount of apportionments in each UZA that is apportioned by the low-income formula;
- Section 5307 funds programmed for JARC projects shall be subject to the Lifeline Program guidelines in effect for that year of programming, rather than to the TCP Policies, provided such projects are consistent with federal laws and regulations related to Section 5307.

Limited Use of FTA Funds for Operating Purposes

FTA permits the use of FTA Section 5307 small urbanized funds to be used for operating purposes. For operators eligible to claim in both large and small urbanized areas, the amount of funds used for operating will be deducted from the amount of capital claimed in the large UA.

MAP-21 provided new eligibility for small and medium-sized bus operators in large urbanized areas to use Section 5307 funds for operating assistance. For operators with up to 75 buses, 75% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. For operators with 76 to 100 buses, 50% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. Eligible operators may request operating assistance up to the maximum eligible amount, but operating assistance will be programmed only after higher scoring projects in the urbanized area are funded. Operating assistance requests will be treated at Score 8 in the programming process (see Table 6 Project Scores above).

Specified Urbanized Area Flexibility

In urbanized areas with only one transit operator (Fairfield, Vacaville, Napa) greater flexibility for funding lower scoring projects will be allowed, providing that other operators in the region are not impacted. These operators will also be allowed to use funds for operating, without reduction of funding for capital projects, providing that capital is adequately maintained and replaced on a reasonable schedule as outlined in each operator's SRTP or other board-approved capital plan, and in accordance with goals outlined in the RTP for maintaining the region's capital plant (maintenance of effort).

Associated Transit Improvements

The FAST act eliminated the requirement that 1% of the FTA section 5307 apportionments in large urbanized areas be programmed for Associated Transit Improvements (formerly referred to as transit enhancements). However, designated recipients must still submit an annual report listing projects carried out in the preceding year with these funds as part of the Federal fiscal year's final quarterly progress report in TrAMS. The report should include the following elements:

- (A) Grantee name;
- (B) UZA name and number;
- (C) FTA project number;
- (D) Associated transit improvement category;
- (E) Brief description of improvement and progress towards project implementation;
- (F) activity line item code from the approved budget; and
- (G) Amount awarded by FTA for the project. The list of associated transit improvement categories and activity line item (ALI) codes may be found in the table of Scope and ALI codes in TrAMS. To assist MTC staff in preparing this report, grantees should continue to identify associated transit improvement projects that will receive funding from the Urbanized Area Formula Program.

Preventive Maintenance Funding

Preventive maintenance will be considered a Score 9 funding priority in Transit Capital Priorities, unless the conditions for one of the following four policy elements are met, in which case preventive maintenance will be treated as Score 16. For an individual operator to make use of preventive maintenance funding, other operators in the region must be able to move forward with planned capital replacement. It is the intent of this policy that funding for preventive maintenance will not increase the region's transit capital shortfall.

- a) *Funding Exchange*: Operators who wish to exchange a capital project for preventive maintenance funding in order to use their local or state funds to

ease federal constraints or strictly as a financing mechanism may do so providing that the replacement asset funded with local funds is comparable to the asset being replaced and is maintained in service by the purchasing operator for its full useful life as outlined in Section V. The Funding Exchange element can be applied to lower scoring capital projects as well as preventive maintenance. Operators using the Funding Exchange element must certify in writing that the assets will be replaced with non-federal funds.

- b) *Capital Exchange*: In this option, an operator could elect to remove an eligible capital project from TCP funding consideration for the useful life of the asset in exchange for preventive maintenance funding. The funding is limited to the amount of capital funding an operator would have received under the current TCP policy in a normal economic climate. If an operator elects to replace the asset - removed from regional competition for funding under these provisions – earlier than the timeline established for its useful life, the replacement will be considered an expansion project. Operators using the Capital Exchange element will be limited to two years preventive maintenance funding within a 12-year period.
- c) *Negotiated Agreement within an Urbanized Area*: In the third option, an operator may negotiate with the other operators in the affected urbanized areas to receive an amount of preventive maintenance funding, providing that a firewall is established between the affected urbanized area(s) and all other urbanized areas. This will ensure that other operators' high-scoring capital replacement projects are not jeopardized.
- d) *Budgetary Shortfalls*: Requests for preventive maintenance to meet budgetary shortfalls will be considered on a case-by-case basis if a fiscal need can be demonstrated by the requesting operator based on the guidelines outlined below. MTC must declare that a fiscal need exists to fund preventive maintenance where such action would displace higher scoring capital projects ready to move forward in a given fiscal year. A fiscal need can be declared if the following conditions exist:
 - An operator must demonstrate that all reasonable cost control and revenue generation strategies have been implemented and that a residual shortfall remains.
 - An operator can demonstrate that the shortfall, if not addressed, would result in a significant service reduction.

The Commission will consider the severity of the shortfall and the scope and impact of the service cuts in determining whether fiscal need exists. Operators establishing a fiscal need must also adhere to the following four requirements in order to be eligible to receive funding for preventive maintenance:

- i. Operators must successfully show a board approved bridging strategy that will sustain financial recovery beyond the year for which preventive maintenance is requested.

- ii. The bridging strategy should not rely on future preventive maintenance funding to achieve a balanced budget. In other words, should a service adjustment be required to balance the budget over the long run, preventive maintenance should not be invoked as a stopgap to inevitable service reductions.
- iii. Funds programmed to preventive maintenance should not be considered as a mechanism to sustain or replenish operating reserves.
- iv. Operators requesting FTA formula funds will be limited to two years preventive maintenance funding within a 12-year period.

The requesting operator will enter into an MOU with MTC or other formal agreement or action, such as Board approvals, and if applicable, with other transit properties affected by the preventive maintenance agreement. The agreement or actions will embody the four eligibility requirements outlined above as well as any other relevant terms and conditions of the agreement.

e) Emergency duration special protocols:

Until the Commission removes them, the following special protocols are in effect for this section due to the Covid-19 pandemic.

- Operating funding is eligible in addition to preventive maintenance funding, for those operators eligible under FTA rules, including applicable Emergency Relief provisions enacted by FTA.

Under declaration of fiscal need:

- Operator demonstration of implementation of reasonable cost control and revenue generation strategies may take into account special pandemic factors such as stopping fare collection for public safety, service levels that allow for physical distancing by passengers, and avoidance of deep service and labor cuts in anticipation of recovery.
- Operator demonstration that shortfall not being addressed would result in significant service reduction may likewise take into account pandemic factors, such as already-reduced schedules and transition schedules planned for a return to full service.

Under operator requirements for eligibility:

- Bridging strategy does not need to be approved by operator's board. However, it should still be prepared at the staff level, and will be summarized for the Commission as part of any program recommendations.

-The provision limiting two years of preventive maintenance/operations funding within a 12-year period will not apply during this emergency period.

The MOU requirement listed above in subsection (d) is waived.

Emergency relief requests and programming are subject to the Principles for Redirecting Funds to Transit Operators (Appendix 3).

Vehicle Procurement Reserves

The TCP Program may reserve funds for future programming for major vehicle replacement/procurement projects (e.g. BART, SFMTA, Caltrain). The programming of such reserves will be based on the cash-flow needs of the projects and available revenue streams.

Grant Spend-down Policy

This policy conditions new programming on the expenditure of prior year grants in order to direct the region's limited funds to the projects most in need of additional resources and accelerate the delivery of TCP projects.

The focus of this policy is on fixed guideway (FG) projects, as vehicle procurement projects are generally completed in a timely manner. Each year, MTC staff will calculate the balance of older FG grants from TrAMS data in consultation with each operator. The goal amounts will be compared against TrAMS grant balances for the appropriate grants in September of each year to determine if the goals have been met. The policy establishes a target for spending a specified percentage of the grant balance each year. Table 9 below explains the spend-down goals for each program year.

If the goals for each operator are met, the full FG cap amounts specified for that operator in the relevant section above will be programmed, subject to funding availability. However, if the target is not met, staff will defer the FG funding for those operators not meeting their goals proportionate to the percentage of the prior-year grants unexpended. If the goal is then met in subsequent years, the full FG cap would be programmed, subject to funding availability. Additionally, operators will have the opportunity to request deferred FG cap amounts in later years, subject to meeting their grant spend-down goals and availability of funding. Programming of these deferred caps will be treated as a lower priority than other Score 16 projects.

Restoration of Deferred Fixed Guideway Caps:

- Voluntarily-deferred caps: the deferred amount will be programmed in the year of the operator's choosing, programmed as a prior-year commitment.
- Involuntarily-deferred caps: in years when additional funding is available, after meeting Debt Service payment requirements, a subcommittee of the FG operators will be called to evaluate proposals to restore prior-year involuntarily

deferred caps. The recommendations of this subcommittee will be considered for programming recommendations to the Commission.

- Restoration of any deferred caps to an operator, whether voluntary or involuntary, would be rescinded if the operator does not meet their spend-down target in the same year.
- Operators who do not meet their spend-down target in the year of a proposed restoration or the immediately-prior year would not be eligible for cap restoration.

Fixed guideway programming for FY2020-21 will be based on an analysis of grant spending through September of 2020. Future programming will include the full cap amounts, but will be conditioned on meeting the grant spend-down goals in the appropriate year. Should an operator not meet its target in a given year, the FG cap amount in the preliminary program would be reduced accordingly in that year's POP amendment.

Table 9: FY2020-21 to FY2024-25 Program Grant Spend-Down Policy

Program Year	Basis for Balance	Spend-Down Target	Spend-Down Period
FY2020-21	Undisbursed balance of FG grants awarded FY2014-15 or earlier, as of 9/2017	Remaining balance, as of 9/2019	9/2019 to 9/2020
FY2021-22	Undisbursed balance of FG grants awarded FY2017-18 or earlier, as of 9/2020	1/4 of balance	9/2020 to 9/2021
FY2022-23		1/3 of remaining balance, as of 9/2021	9/2021 to 9/2022
FY2023-24		1/2 of remaining balance, as of 9/2022	9/2022 to 9/2023
FY2024-25		Remaining balance, as of 9/2023	9/2023 to 9/2024

Joint Procurements

In recognition of the policy direction of the Transit Sustainability Project Resolution No. 4060, before TCP funds are programmed for revenue vehicles, non-revenue vehicles, communications and vehicle location systems, fare collection equipment, bus emission reduction devices, computer systems, including management information systems and maintenance/asset management systems, or other equipment, operators must evaluate and pursue, as appropriate, opportunities for joint procurements and integrated operations with other operators. The "Compensation for Cost Effective Bus Purchases" that was introduced into the TCP Policy with the prior update will provide operators an extra incentive to pursue joint procurement opportunities. MTC will coordinate discussions if requested.

Transit Asset Management

FTA issued a final rule related to transit asset management and NTD reporting for transit providers in July, 2016; the effective date of the rule is October 1, 2016. The rule establishes a National Transit Asset Management (TAM) System in accordance with the Moving Ahead for Progress in the 21st Century Act (MAP-21). The National TAM System elements include the definition of “state of good repair”, a requirement that providers develop and carry out a TAM plan, performance measures and targets for capital assets, reporting requirements, and the application of analytical processes and decision support tools.

Implementation Timeline & Rule Compliance

TAM Plans

A provider’s initial TAM plan must be completed no later than two years after the effective date of the final rule i.e. by September 2018. A TAM Plan must cover a horizon period of at least four (4) years and must be updated at least once every four years. The Plan update should coincide with the planning cycle for the relevant Transportation Improvement Program or Statewide Transportation Improvement Program.

TAM Plan Requirements

TAM Plan Requirements apply to all direct recipients and sub-recipients of Federal financial assistance under 49 U.S.C. Chapter 53 that own, operate, or manage capital assets used for providing public transportation. The TAM Plan requirements also vary based on whether the provider is a Tier 1, or Tier 2 provider:

- Tier 1 Providers – All rail transit providers and all recipients that own, operate or manage 101 or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode. Tier 1 providers must develop TAM plans including elements 1 – 9 listed below.
- Tier 2 Providers – A recipient that owns, operates, or manages 100 or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, or is a sub-recipient under the 5311 Rural Area Formula Program. Tier 2 operators may develop their own TAM plan or participate in a group TAM plan and need only include elements 1 – 4 as listed below. A sponsor must develop a group TAM plan for its Tier 2 sub-recipients, except those sub-recipients that are also direct recipients under 49 U.S.C. 5307.

TAM Plan Elements

- i. An inventory of the number and type of capital assets owned by the provider except equipment with an acquisition value under \$50,000 that is not a service vehicle. The inventory must include third-party owned or jointly procured exclusive-use maintenance facilities, administrative facilities, rolling stock, and guideway infrastructure used by a provider in the provision of public transportation. The asset inventory must be

- organized at a level of detail commensurate with the level of detail in the provider's program of capital projects.
- ii. A condition assessment of those inventoried assets for which a provider has direct capital responsibility.
 - iii. A description of the analytical processes or decision-support tools that a provider uses to estimate capital investment needs over time and develop its investment prioritization.
 - iv. A provider's project-based prioritization of investments
 - v. A provider's TAM and SGR policy
 - vi. A provider's TAM plan implementation strategy
 - vii. A description of key TAM activities that a provider intends to engage in over the TAM plan horizon period
 - viii. A summary or list of the resources, including personnel, that a provider needs to develop and carry out the TAM plan; and
 - ix. An outline of how a provider will monitor, update, and evaluate, as needed, its TAM plan and related business practices to ensure continuous improvement of TAM practices

MTC is proposing that the region take a coordinated approach in complying with the rule, in order to maximize the potential for region-wide benefits, including, but not limited to, the development of a group plan for Tier 2 operators.

Performance Targets

Additionally, recipients need to report on the condition of their system and performance targets. The final rule establishes SGR standards and four SGR performance measures. Targets for the following fiscal year must be set, for each applicable asset class, each year. To the extent practicable, a provider must coordinate with the States and MPOs in the selection of State and MPO performance targets. In addition, MTC will need to set regional performance targets for transit asset condition.

The individual operator targets will also serve as the basis of the regional performance targets. To facilitate the translation of operator to regional performance targets, MTC is proposing some parameters for operators to follow in the setting of their agency TAM targets, including:

- Consistency with Plan Bay Area and Transit Capital Priorities (TCP) Policies – With a goal of establishing a nexus between performance targets and MTC's programming and planning policies, transit operator performance targets should be as consistent as possible with Plan Bay Area investments and current programming policies.
- Limited/Consistent Asset Classes – Since targets are required to be set for each relevant asset class, MTC is proposing to limit or consolidate the number of motor bus asset classes that have associated targets to be consistent with the bus/van price list used in the TCP process and guidance from the FTA on target-

setting by asset class for facilities. Without some standardization of asset classes, the variations of asset classes among operators would result in an unwieldy number of targets.

MTC, as a designated recipient, is required to report to the Department of Transportation on the condition of its recipients' public transportation systems and performance targets. Therefore, all operators are required to report their targets to MTC prior to the end of each calendar year.

Transit Core Capacity Challenge Grant Program: Resolution No. 4123

The Transit Core Capacity Challenge Grant program (CCCGP) makes a policy commitment of approximately \$7.4 billion in federal, state, regional and local funds over the FY2014-15 to FY2029-30 period to high-priority transit capital projects that will improve the capacity and state of good repair of transit services in the urban core of the region.

The \$7.4 billion Core Capacity Challenge Grant program:

- * Focuses on the SFMTA, BART, and AC Transit – the three transit operators that carry 80% of the region's passengers as well as more than three-quarters of the minority and low-income passengers.
- * Leverages regional discretionary funds and local contributions, including proposed Cap and Trade revenue.
- * Accelerates and solidifies funding for fleet replacement projects, and identifies new funding for key enhancement projects.
- * Requires that the participating operators meet the performance objectives of the Transit Sustainability Project.

TCP programming for all projects identified in the CCCGP will be consistent with the funding amounts, local match requirements and other terms and conditions specified in MTC Resolution No. 4123.

All projects proposed for TCP funding in the CCCGP that are not otherwise Score 16 will be treated as Score 16. CCCGP fixed guideway infrastructure projects included in the CCCGP program of projects may be funded with a combination of fixed guideway cap funds and additional TCP funds above the operator's fixed guideway cap. Programming for CCCGP projects is based on cash flow needs, funding availability, and other policy elements.

In order to meet cash flow needs of the CCCGP and other TCP projects in years in which project funding needs exceed the region's annual FTA apportionments, financing may be required to advance future FTA/STP revenues. Debt service, including principal and interest payments, for any such financing will be treated as Score 17.

Financing

MTC staff, working with financial and legal advisors, and transit operator staff through the Partnership's Transit Finance Working Group, has been developing plans to finance one or more transit capital projects by borrowing against future Federal Transit Administration (FTA) formula funds. The projects would be funded all or in part with proceeds of the financing, rather than annual FTA apportionments programmed through the Transit Capital Priorities (TCP) program. A portion of the region's apportionments would be used to make debt service payments. The objective of financing is to accelerate the funding and delivery of critical capital projects by advancing FTA funds from future years when annual apportionments are projected to exceed high-priority needs, to the next four-year TCP programming cycle, when needs are projected to exceed annual apportionments.

The need for financing was anticipated when MTC adopted the Core Capacity Challenge Grant Program (Resolution 4123) in 2013, which established a \$7.5 billion, 16-year funding framework for a set of key projects designed to increase capacity and improve the state of good repair of transit service in the urban core of the region, including fleet replacement and expansion for BART, SFMTA and AC Transit, and related infrastructure projects. The Core Capacity funding plan includes \$3.5 billion in FTA and other federal funds, of which a portion would be advanced through financing to accelerate completion of the projects.

The specific terms of any financing would be subject to agreements between the operator and MTC, MTC, the operator, and FTA, and MTC and bondholders. Debt service, including principal and interest payments, will have the highest priority among programming needs and will receive a Score 17 in developing the program. Debt service will be paid from apportionments in the same urbanized area(s) in which the operator whose project(s) are being financed is eligible. It is expected that any debt would be repaid over a 10-15 year period.

Vanpool Reporting & Programming

MTC's vanpool subsidy program began November 1, 2018. MTC began reporting vanpool data to NTD in 2019 for FY2018-19. Staff may propose to include in the TCP program, starting with the FY2020-21 program, 5307 funds for the Vanpool Support Program.

The amount proposed for programming from each urbanized area will not exceed the projected apportionments generated by vanpool reporting in the urbanized area. Any apportionments that are generated by vanpool reporting but are not programmed for the Vanpool Support Program will be available for programming to transit operator projects following the TCP programming guidelines. Staff anticipates submitting its own 5307 grants to FTA to request funds programmed for the Vanpool Support Program, but may elect to ask one or more transit operators to request the funds on MTC's behalf, and enter into a pass-through agreement with MTC.

IV. ONE BAY AREA GRANT PROGRAM TRANSIT CAPITAL PROGRAM

The Commission's One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy for FY2017-18 through FY 2021-22, MTC Resolution No. 4202, Revised, includes \$189 million in STP/CMAQ funding for transit priorities, including BART car replacement and expansion, replacement of Clipper equipment and development of Clipper 2.0, and the TPI Program. Specific projects are included in Attachment B-1 to MTC Resolution No. 4202, Revised.

The Commission is expected to adopt the Cycle 3 / One Bay Area Grant Program (OBAG 3) Program Project Selection Criteria and Programming Policy for FY2022-23 through FY 2026-27 in calendar year 2021.

This section specifies the programming policies for OBAG 2 funds for TCP projects, and will be updated to the extent that OBAG 3 includes funding for transit capital needs.

Transit Capital Priorities

Certain OBAG 2 funds are programmed for transit capital replacement and rehabilitation projects to supplement the FTA funds in the Transit Capital Priorities program. OBAG 2 funds for TCP projects will be programmed using the same policies and procedures as used for the FTA formula funds, as specified in Section III. FTA Formula Funds, with priority given to Score 16 projects that meet the eligibility criteria for STP or CMAQ, and that cannot be fully funded with FTA funds within the program's fiscal constraints.

APPENDIX 1 – BOARD RESOLUTION

Sample Resolution of Board Support

FTA Section 5307, 5337, and 5339, and Surface Transportation Program Project Application

Resolution No. _____

**AUTHORIZING THE FILING OF AN APPLICATION FOR FTA FORMULA PROGRAM AND SURFACE
TRANSPORTATION PROGRAMS FUNDING FOR (project name) AND COMMITTING THE
NECESSARY LOCAL MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF (name of
jurisdiction) TO COMPLETE THE PROJECT**

WHEREAS, Fixing America's Surface Transportation (FAST, Public Law 114-94) continues and establishes new Federal Transit Administration formula programs (23 U.S.C. §53) and continues the Surface Transportation Program (23 U.S.C. § 133); and

WHEREAS, pursuant to FAST, and the regulations promulgated there under, eligible project sponsors wishing to receive Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, or Section 5339 Bus and Bus Facilities (collectively, FTA Formula Program) grants or Surface Transportation Program (STP) grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, (applicant) is an eligible project sponsor for FTA Formula Program or STP funds; and

WHEREAS, (applicant) wishes to submit a grant application to MTC for funds from the FY2020-21 FTA Formula Program or STP funds, for the following project(s):
(project description) .

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

- 1) the commitment of necessary local matching funds (18-50% for FTA Formula Program funds, depending on project type, and 11.47% for STP funds); and
- 2) that the sponsor understands that the FTA Formula Program and STP funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded from FTA Formula Program or STP funds; and

- 3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
- 4) that the sponsor understands that FTA Formula Program funds must be obligated within three years of programming and STP funds must be obligated by January 31 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

NOW, THEREFORE, BE IT RESOLVED by (governing board name) that (applicant) is authorized to execute and file an application for funding under the FTA Formula Program and/or Surface Transportation Program in the amount of (\$request) for (project description); and

BE IT FURTHER RESOLVED that (governing board) by adopting this resolution does hereby state that:

- 1) (applicant) will provide (\$ match amount) in local matching funds; and
- 2) (applicant) understands that the FTA Formula Program and STP funding for the project is fixed at (\$ actual amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost increases to be funded with FTA Formula Program and Surface Transportation Program funds; and
- 3) (project name) will be built as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and
- 4) The program funds are expected to be obligated by January 31 of the year the project is programmed for in the TIP; and
- 5) (applicant) will comply with FTA requirements and all other applicable Federal, State and Local laws and regulations with respect to the proposed project; and

BE IT FURTHER RESOLVED*, that (agency name) is an eligible sponsor of projects in the program for FTA Formula Program and STP funds; and

BE IT FURTHER RESOLVED*, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and

BE IT FURTHER RESOLVED*, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and

BE IT FURTHER RESOLVED*, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and

BE IT FURTHER RESOLVED, that (agency name) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC prior to MTC programming the FTA Formula Program or Surface Transportation Program funded projects in the Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP.

*** Not required if opinion of counsel is provided instead.**

APPENDIX 2 – OPINION OF COUNSEL

Sample Opinion of Legal Counsel

FTA Section 5307, 5337, 5339 and STP Project Application

(Date)

To: Metropolitan Transportation Commission

Fr: (Applicant)

Re: Eligibility for FTA Section 5307 Program, FTA 5337 State of Good Repair Program, FTA 5339 Bus and Bus Facilities Program, and Surface Transportation Program (STP)

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) _ for funding from the FTA Section 5307, 5337 or 5339 programs, or STP, made available pursuant to the Fixing America's Surface Transportation federal transportation authorization (FAST, Public Law 114-94) or successor legislation.

1. (Applicant) is an eligible sponsor of projects for the FTA Section 5307, 5337 or 5339 programs, or the STP program.
2. (Applicant) is authorized to submit an application for FTA Section 5307, 5337 or 5339 funding, or STP funding for (project).
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) making applications FTA Section 5307, 5337 or 5339 program funds, or STP funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) to carry out such projects.

Sincerely,

Legal Counsel

Print name

Optional Language to add to the Resolution for Local Support

Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the FTA Formula Program and STP Programs; and be it further

Resolved, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided (Appendix 2).

APPENDIX 3 – PRINCIPLES FOR REDIRECTING FUNDS TO TRANSIT OPERATIONS

(As approved by Commission on December 16, 2020)

These principles apply to fund sources that are under the direct authority of the Metropolitan Transportation Commission to program, allocate, distribute or otherwise control; and that such fund sources allow flexibility to direct to transit operations within existing statutory authorities.

1. Use funding to smooth the transition to a transit system based on service demand and available resources. – A re-direction of funding for transit operations would be intended as temporary relief, not an ongoing subsidy. The Commission seeks to aggressively pursue new funding at the federal and state levels to help catalyze a financial recovery for public transit that approaches its status prior to the COVID-19 pandemic and its devastating impacts on ridership. Until which time such aid and recovery are realized, these investment principles and any attendant actions are designed to ease the disruption.

To ease the disruption to agency labor forces and the public, funding should provide a “glide path” to an optimized system, once the availability of future operating resources and the demand for service are better understood. An expected federal funding relief package, a proposed vaccine roll-out plan, or other similar information could be important factors to right-size the system and establish a transition glide path.

2. The benefits of redirecting funds to transit operations should outweigh the disbenefits. – The opportunity costs or trade-offs involved with re-directing funds from their intended usage to transit operations can include, but are not limited to:
 - Capital job losses
 - Safety and reliability concerns if fund source is normally directed to state of good repair purposes
 - Other pandemic recovery strategies including bicycle/pedestrian, mobility, and regional programs and projects
 - Inability to implement Plan Bay Area /Sustainable Communities Strategy goals, priorities and climate objectives, and meet multiple federal performance requirements
 - Inability to fund county priorities including congestion relief and multi-modal improvements; including loss of leveraged state and federal competitive funds
 - The ability of transit service benefitting from redirected funds to address the needs of those most dependent on its preservation, and for whom mobility options present undue burdens

Further, the degree of impact that a redirection of a specific funding source might have, given the scale of operations funding need, should be considered. An analysis of the relevant costs and benefits should be conducted prior to the redirection of funding.

3. Specific to the federal transit formula funds programmed within the Transit Capital Priorities (TCP) process, the distribution of funds redirected from transit capital priorities to transit operations or preventive maintenance should promote fairness and balance of need across Bay Area operators. – Funds normally used to improve the state of repair of transit capital assets in the region are distributed based on capital rehabilitation and replacement need, limitations posed by federal Urbanized Area (UA) eligibility, and negotiated agreements related to the distribution of formula funds among eligible operators within UAs. Funding redirected from transit capital priorities to transit operations for any particular operator, should be treated as an advance against future funding shares for that operator.
4. Any transit operator utilizing funding subject to these principles to preserve or otherwise enable transit service during the COVID-19 recovery, commits to providing that service consistent with the Transformational Transit Action Plan emerging from the Commission's Blue Ribbon Transit Recovery Task Force. Such investment is intended not as a discrete and singular act, but as part of a suite of actions underway to stabilize transit service overall during the current pandemic crisis, and position that foundation to build a strategic recovery that better addresses the needs of Bay Area transit customers into the future.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1603 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 10/27/2020 **In control:** Programming and Allocations Committee
On agenda: 1/13/2021 **Final action:**
Title: MTC Resolution Nos. 3925, Revised and 4202, Revised. Safe and Seamless Mobility Quick-Strike Program.

Adopt the policy framework for a Safe and Seamless Mobility Quick-Strike program to be funded through capacity created by the Federal Highway Infrastructure Program.

Sponsors:

Indexes:

Code sections:

Attachments: [9c - 20-1603 1-Safe & Seamless Update to Commission.pdf](#)
[9c - 20-1603 2-Attachment 1 Appendix A-11.pdf](#)
[9c - 20-1603 3-Resos 3925-4202 Seamless Mobility.pdf](#)
[3d - 20-1603 - Resos 3925-4202 Seamless Mobility.pdf](#)

Date	Ver.	Action By	Action	Result
1/13/2021	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 3925, Revised and 4202, Revised. Safe and Seamless Mobility Quick-Strike Program.

Adopt the policy framework for a Safe and Seamless Mobility Quick-Strike program to be funded through capacity created by the Federal Highway Infrastructure Program.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

January 27, 2021

Agenda Item 9c - 20-1603

MTC Resolution No. 3925, Revised and 4202, Revised

Background:

On January 13, 2021, the Programming and Allocations Committee referred to the Commission for approval MTC Resolution Nos. 3925, Revised and 4202, Revised, to adopt the policy framework for a Safe and Seamless Mobility Quick-Strike program.

Following the Committee meeting, MTC staff received considerable feedback from County Transportation Agency (CTA) staff regarding the proposed timeline for the program, particularly the requirement that funds must be obligated no later than March 31, 2022.

As proposed in the original timeline, MTC staff will present a program of projects for Commission approval in June 2021. Project sponsors will be able to access their federal funding awards after September 2021, once Caltrans and the Federal Highway Administration (FHWA) approve the necessary revision to the federal Transportation Improvement Program (TIP). Based on that timeline, CTA staff indicated it is extremely challenging to complete final design and obligate the funding by March 31, 2022, only six months after the funds are to be included in the federal TIP. CTA staff also indicated the aggressive delivery timeline limits their ability to nominate projects that may be better suited to the overall program purpose and goals.

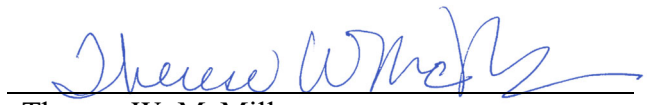
The quick deliverability of projects is a defining characteristic of the proposed Safe & Seamless Mobility Quick-Strike program. However, MTC staff acknowledges that the March 31, 2022 obligation deadline, as originally proposed, may preclude the Commission from funding projects that may be otherwise more competitive but need an additional few months to deliver.

Recommendation:

MTC Resolution No. 4202, Revised, Appendix A-11 has been revised to change the required obligation deadline for the Safe and Seamless Mobility program from March 31, 2022 to September 30, 2022.

Attachments:

Attachment 1 – MTC Resolution No. 4202, Revised, Appendix A-11


Therese W. McMillan

Appendix A-11: Safe and Seamless Mobility Quick-Strike Program

The Safe and Seamless Mobility Quick-Strike program is a one-time, competitive grant program within the One Bay Area Grant program (OBAG 2) framework. Federal funding is available to support local and regional projects that can be implemented quickly to benefit communities responding and adapting to the COVID-19 environment.

Available funding includes a mix of Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Federal Highway Infrastructure Program (FHIP) funds, with FHIP funds exchanged with STP/CMAQ funds to the extent possible to meet federal other funding deadlines and requirements. CMAQ funds will be used for eligible projects that demonstrate air quality benefits and implement Plan Bay Area's climate initiative goals and priorities.

Project Eligibility & Focus Areas

The program emphasizes bicycle/pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility. Eligible project types include:

- Quick-build bike, pedestrian, and transit improvements; including bike share enhancements.
- Local safe and seamless mobility projects, including projects that advance equitable mobility; invest in bicycle/pedestrian safety; improve connections to transit; or implement seamless strategies within a corridor.
- In addition to capital projects, programs that support safe and seamless mobility or advance equitable mobility are also eligible (ex. safe routes to school/transit programs); a limited amount of funding, (up to \$200,000 per county) may also be directed towards countywide implementation of safe and seamless mobility planning and programming efforts).
- Other near-term implementation of strategies emerging from the Blue-Ribbon Transit Recovery Task Force and Partnership Board's Connected Mobility Subcommittee.

Fund commitments for specific focus areas include:

- One-quarter of the total program is targeted for bicycle/pedestrian safety (including local road safety).
- \$5 million is set aside to support early implementation efforts anticipated from the Blue-Ribbon Transit Recovery Task Force.

Evaluation Criteria

MTC staff will evaluate nominated projects against the following program criteria.

Nominated projects should:

- Align with Connected Mobility Framework Values and Goals (see inset below)
- Be the direct result or outcome of a community engagement process
- Be within or directly connected to a Priority Development Area (PDA) or Transportation Priority Area (TPA) and/or serve a Community of Concern (CoC), Community Air Risk Evaluation (CARE) program area, or similar local designation. PDAs and TPAs may be existing or recently designated as part of the Plan Bay Area 2050 growth framework.
- Addresses transit connectivity gaps, especially in areas significantly impacted from the pandemic

- Demonstrate partnership among jurisdictions, transit agencies, and counties.
- Demonstrate ability to quickly deliver, and meet federal funding requirements, as funds must be obligated by ~~March 31, 2022~~ **September 30, 2022**.

To ensure consistency with the implementation of county and regional plans and priorities, as well as encourage discussion and coordination in developing investment proposals, projects co-nominated by MTC and a CTA will be given extra consideration if meeting regional goals and priorities.

Below are the regional connected mobility values and goals guiding these investments:

CONNECTED MOBILITY VALUES AND GOALS	
Values	Goals
Think Regionally Act Locally	Be coordinated, interconnected, and contiguous
Provide Great Travel Choices	Provide choices that are better than driving alone, are viable and intuitive for all trips
Put the Traveler First	Ensure a dignified traveler experience, focusing on customer care and needs
Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips
Be Sustainable	Strive for a healthy planet, people, and full-cost accounting

Project Nominations

To address local needs throughout the region, and encourage community-based project investments, each County Transportation Agency (CTA) will act on MTC's behalf and submit project nominations for their county area. County targets have been provided as a guide, for each county (see table at right). However, final project selection by MTC will not necessarily adhere to these targets. Target amounts are based on the OBAG 2 county program distribution.

In addition to county submissions, MTC may consider projects that would be implemented regionwide or in more than one county. Where applicable, MTC staff will work with CTAs to coordinate on co-nominations for regional projects.

As the final program of projects must reflect regional or multi-county priorities, in addition to local priorities within each county, the final programming per county will not correspond exactly to nomination targets.

To ensure each county is provided sufficient funding to have a meaningful community impact, each county's nomination target will be a minimum of \$1 million.

County Nomination Targets (\$ millions, rounded)

	%
Alameda	19.9%
Contra Costa	14.6%
Marin	2.8%
Napa	2.1%
San Francisco	12.5%
San Mateo	8.4%
Santa Clara	27.0%
Solano	5.5%
Sonoma	7.2%
	100.0%

Note: Final project selection and fund programming will not correspond exactly to nomination targets.

Project Selection Process

The prioritization process is designed to quickly distribute funds to competitive and impactful investments throughout the region.

- **Letters of Interest:** County Transportation Agencies (CTAs) submit Letters of Interest to nominate projects within their counties. In addition to basic project information (project description, sponsor, total cost, funding request), submittals should also describe how the project meets the program eligibility requirements and evaluation criteria, and how well the proposed project sponsor meets state and federal funding requirements.
- **Evaluation:** MTC staff evaluate CTA nominations as well as regional program considerations to develop a recommended program of projects. Program recommendations presented to Bay Area Partnership Board for review and discussion.
- **Project Applications:** MTC and CTA staff work with project sponsors to submit project applications with a detailed scope, delivery schedule, and funding plan.
- **Program Approval:** MTC Commission consideration and approval of projects and fund programming.

Programming Policies and Requirements

Unless otherwise noted within these guidelines, OBAG 2 General Programming Policies (see MTC Resolution No. 4202, Attachment A, pages 6-11), and Regional Project Funding Delivery Policy (MTC Resolution No. 3606) apply.

- **Project sponsors:** Eligible sponsors are those approved by Caltrans to receive FHWA federal-aid funds (including cities, counties, transit agencies, CTAs, and MTC). Sponsors must also have a demonstrated ability to meet timely use of funds deadlines and requirements (see Project Delivery and Monitoring, below).
- **Minimum Grant Size:** Project nominations should be consistent with OBAG 2 minimum grant size requirements per county (\$500,000 grant minimum for counties with population over 1 million, and \$250,000 minimum for all other counties). Final funding awards may deviate from grant minimums per county, should one or more grant awards span multiple counties or regionwide.

Additionally, deviations from the OBAG 2 minimum grant size requirements for project nominations may be considered on a project-by-project basis. However, grant awards must be at least \$100,000.

- **Local Match:** Toll credits may be requested in lieu of non-federal cash match.
- **Supplanting of Funds Prohibited:** Supplanting of existing funds on fully-funded projects is prohibited, as the program is intended to infuse transportation investment into communities responding and adapting to the COVID-19 environment. If funds are

requested to address a funding shortfall on a project due to reduced local revenues, CTAs must demonstrate why the project should be a priority for regional funding, if it was not the highest priority for available local funding. In their nomination, CTAs should describe how the county and local jurisdictions determined which projects are prioritized for reduced local revenues.

- **Project Phases:** The Environmental (ENV), Plans, Specifications and Estimates (PS&E), Preliminary Engineering (PE) and Right Of Way (ROW) phases are eligible for capital projects as long as the construction (CON) phase of the project is delivered and funds obligated by ~~March 31, 2022~~ **September 30, 2022**.
- **Project Delivery and Monitoring:** Project sponsors must have a record of consistently meeting state and federal timely use of funds deadlines and requirements, or demonstrate/identify revised/new internal processes to ensure they will meet funding deadlines and requirements moving forward at the time of project nomination. In addition to the provisions of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606), the following specific funding deadlines/requirements apply:
 - Funds must be obligated (authorized in a federal E-76, or transferred to FTA) no later than ~~March 31, 2022~~ **September 30, 2022**.
 - Funds must be encumbered or awarded in a contract within 6 months of federal obligation.
 - Funds must be invoiced against within 3 months of encumbrance/award and invoiced against and receive a federal reimbursement quarterly thereafter.
 - If there could be complications with invoicing against the construction phase within 9 months of federal obligation, then the sponsor should consider including Construction Engineering (CE) in the federal obligation so that eligible costs may be invoiced in order to meet the invoicing deadline.
 - Project sponsor must meet all other timely use of funds deadlines and requirements, for all other state and federal transportation funds received by the agency, during the duration of project implementation (such as, but not limited to, project award, federal invoicing, and project reporting).
 - To help ensure compliance with state and federal invoicing requirements, as part of the application submittal, the Finance/Accounting Manager/Director for the agency receiving the funds must provide written documentation on the agency's internal process and procedures for complying with FHWA federal-aid timely use of funds requirements, especially with regards to meeting federal invoicing requirements.
 - CTAs nominating successful projects must monitor the project sponsors within their respective county in meeting the timely use of funds deadline requirements in MTC Resolution No. 3606 and report quarterly to MTC on the agency's status in meeting regional, state, and federal timely use of funds deadlines and requirements.
- **Additional Requirements Apply:**
 - Project sponsor must comply with MTC's Complete Street Policy and submit a Complete Streets Checklist for the project.

- Project sponsor must adopt a Resolution of Local Support prior to adding the project into the Transportation Improvement Program (TIP).
- Project sponsor must satisfy the OBAG 2 housing policy requirements – have a certified Housing Element, submit the Annual Progress Report for the Housing Element, and have adopted a resolution affirming compliance with the California Surplus Lands Act.
- CTAs must make each project's Complete Streets Checklist available for review by the appropriate Bicycle and Pedestrian Advisory Committee (BPAC) prior to MTC Commission approval of projects and fund programming. Documentation this has occurred must be included with the project application.

Metropolitan Transportation Commission Programming and Allocations Committee

January 13, 2021

Agenda Item 3d - 20-1603

MTC Resolution No. 3925, Revised and 4202, Revised

Subject: Adopt the policy framework for a Safe and Seamless Mobility Quick-Strike program to be funded through capacity created by the Federal Highway Infrastructure Program.

Background: For the last several years, annual appropriations bills have included an infusion of highway apportionment through the Federal Highway Infrastructure Program (FHIP). The FHIP apportionment is provided in addition to funding the STP/CMAQ programs at levels authorized by the Fixing America's Surface Transportation (FAST) Act.

Federal Highway Infrastructure Program Apportionment *(\$ millions, rounded)*

	2018	2019	2020	Total To Date
Bay Area	\$18.8	\$26.4	\$7.7	\$52.9

In actions taken at both the February 2019 and July 2020 meetings, the Commission programmed \$52.9 million in FHIP funds to the Golden Gate Bridge (GGB) Suicide Deterrent System project.¹ As part of these actions, an equal amount of STP/CMAQ funds previously programmed on the GGB project was returned to the regional Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) balance for re-programming.

This new funding capacity – as a complement to the transit funding made available in the federal COVID-19 relief funding package – presents an opportunity to assist with the region's pandemic recovery by providing meaningful low-cost, near-term deliverable enhancements to the transportation system to get transit out of traffic, enhance equitable mobility options, and make progress on initiatives stemming from the Blue Ribbon Transit Recovery Task Force.

In addition to the STP/CMAQ freed-up by the FHIP, a \$1.5 million small balance also remains within the STP/CMAQ Cycle 1 Regional Bike Share Capital grant program. Given the changing needs for public investment in bike share in recent years, staff proposes to reprogram the \$1.5 million along with the \$52.9 million resulting from the FHIP.

STP/CMAQ Funds Available *(\$ millions, rounded)*

	Amount
STP/CMAQ returned to region by GGBHTD (FHIP swap)	\$52.9
Regional Bike Share Capital grant program balance	\$1.5
Total	\$54.4

¹ The GGB Suicide Deterrent System project was recommended to receive the region's FHIP apportionment as it had a large amount in unobligated STP/CMAQ funds and was prepared to quickly obligate the funds. The project was also eligible for FHIP, which in the first appropriations bill was limited to only the construction of highways, bridges, and tunnels. Although eligibility for the funds have broadened through the subsequent appropriations, the Commission elected to focus FHIP onto the GGB project.

Recommendation: Safe and Seamless Mobility Quick-Strike Program

Staff recommends programming the \$54.4 million in available STP/CMAQ funds, to establish a one-time, competitive grant program to fund local projects that can be implemented very quickly to benefit communities responding and adapting to the COVID-19 environment.

Eligible Project Types & Focus Areas

The program emphasizes bicycle/pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility. Eligible project types include:

- Quick-build bike, pedestrian, and transit improvements; including bike share enhancements.
- Local safe and seamless mobility projects, including projects that advance equitable mobility; invest in bicycle/pedestrian safety; improve connections to transit; or implement seamless strategies within a transportation corridor.
- In addition to capital projects, programs that support safe and seamless mobility or advance equitable mobility are also eligible (ex. safe routes to school/transit programs); a limited amount of funding (up to \$200,000 per county) may also be directed towards countywide implementation of safe and seamless mobility planning and programming efforts.
- Other near-term implementation of strategies emerging from the Blue-Ribbon Transit Recovery Task Force and Partnership Board's Connected Mobility Subcommittee.
- All funds must be obligated or transferred to FTA by March 31, 2022.

Fund commitments for specific focus areas include:

- One-quarter of the total program is targeted for bicycle/pedestrian safety (including local road safety).
- \$5 million is set aside to support early implementation efforts anticipated from the Blue-Ribbon Transit Recovery Task Force.

Project Selection Timeline

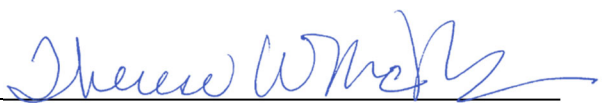
February 1	MTC releases call for letters of interest to CTAs
March 30	Deadline for CTAs to submit letters of interest nominating projects
April	MTC staff evaluates projects, develops recommended funding approach
Late April/ Early May	Partnership Board: Discussion of staff recommendation
May	MTC works with sponsors to refine projects & submit detailed project applications with defined scopes and funding plans
June 9	PAC: Discussion of proposed Safe and Seamless program of projects
June 23	Commission: Approval of Safe & Seamless program of projects
March 31, 2022	Funds obligated/authorized in an E-76

Additional program details are provided in Appendix A-11 to the resolution.

Issues: None.

Recommendation: Refer MTC Resolution Nos. 3925 Revised and 4202 Revised, to modify the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 program and the One Bay Area Grant Program (OBAG 2) to include the Safe and Seamless Mobility Quick-Strike Program – to the Commission for approval.

Attachments: MTC Resolution No. 3925, Revised, Attachment B
MTC Resolution No. 4202, Revised, Attachments A and B-1, and Appendix A-11



Therese W. McMillan

Date: October 28, 2009
W.I.: 1512
Referred by: PAC
Revised: 12/16/09-C 07/28/10-C 09/22/10-C
10/27/10-C 02/23/11-C 03/23/11-C
05/25/11-C 06/22/11-C 09/28/11-C
10/26/11-C 02/22/12-C 03/28/12-C
04/25/12-C 06/27/12-C 07/25/12-C
09/26/12-C 02/27/13-C 05/22/13-C
09/25/13-C 12/18/13-C 02/26/14-C
03/26/14-C 04/23/14-C 05/28/14-C
07/23/14-C 11/19/14-C 12/17/14-C
01/28/15-C 05/27/15-C 09/23/15-C
05/25/16-C 07/27/16-C 12/21/16-C
04/26/17-C 05/24/17-C 11/15/17-C
02/28/18-C 04/25/18-C 09/26/18-C
02/27/19-C 12/18/19-C 07/22/20-C
01/27/21-C

ABSTRACT

Resolution No. 3925, Revised

This resolution adopts the Project Selection Criteria, policies and programming for the Surface Transportation Authorization Act, following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim, for the Cycle 1, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The Project Selection Criteria contains the project categories that are to be funded with FY 2009-10 and FY 2010-11 STP/CMAQ funds to be amended into the currently adopted 2009 Transportation Improvement Program (TIP) and subsequent TIP update.

The resolution includes the following attachments:

Attachment A – Cycle 1 STP/CMAQ Project Selection Criteria, and Programming Policies

Attachment B – Cycle 1 Project List

The resolution was revised on December 16, 2009 to add Attachment A and to add \$437 million to Attachment B, the balance of funding to Cycle 1 programs.

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on July 28, 2010 to add approximately \$15.1 million in additional apportionment as follows:

1) Strategic Investment – Advance of SamTrans Payback (\$6.0 million); 2) Transportation for Livable Communities (\$4.1 million); 3) Regional Commitment – GGB Suicide Deterrent (\$5.0 million). In addition, the framework for second cycle is revised to program “freed up” Second Cycle Funds of \$6 million to the Climate Initiative program.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 2

This resolution was revised on September 22, 2010 to advance \$20 million in Freeway Performance Initiative project elements to address lower than expected state programming as well as the opportunity to capture more obligation authority. This action increases federal programming in First Cycle and reduces federal programming in Second Cycle by an equal amount.

This resolution was revised on October 27, 2010 to award grants from the Climate Initiatives Innovative Grant Program (\$31 million) and the Safe Routes to Schools Creative Grant Program (\$2 million). Attachment B was also updated to show projects nominated by the CMAs for the CMA Block Grant Program along with other updates reflecting TIP actions.

Attachment B was revised on February 23, 2011 to reflect the addition of new projects selected by the congestion management agencies, counties, and revisions to existing projects.

Attachment B was revised on March 23, 2011 to facilitate a fund exchange between the Green Ways to School Through Social Networking Project (TAM) with the Venetia Valley School SR2S Improvements (Marin County) and to make additional programming updates.

Attachment B was revised on May 25, 2011, to add \$2,092,000 to seven new grants for San Francisco, Fremont, South San Francisco, Sunnyvale, and Walnut Creek.

Attachment B was revised on June 22, 2011, to rescind \$1,998,000 for two projects in Hayward and Hercules.

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on September 28, 2011 to advance \$5.0 million for SFgo in the Climate Initiative Element, and \$13.3 million for the SamTrans Payback in the Regional Strategic Investment element to address higher than expected federal apportionment in the near-term, while not increasing the overall funding commitment for the Cycles 1 & 2 framework. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount.

Attachment B was revised on October 26, 2011 to provide \$376,000 to the Stewart's Point Rancheria Intertribal Electric Vehicle Project and to modify the scope of Santa Rosa's Climate Initiatives Program grant.

Attachment A (pages 6 and 17), and Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on February 22, 2012 to advance \$8,971,587 for the

ABSTRACT

MTC Resolution No. 3925, Revised

Page 3

Lifeline Transportation Program to address higher than expected federal apportionment in the near-term and to redirect funding to the US 101 Capitol Expressway Interchange project. The latter revision requires VTA to provide an equal amount of future local/RTIP funds to a TLC project. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount, while not increasing the overall funding commitment for the Cycles 1 & 2 framework.

Attachment A (pages 6 and 17), Appendix A-1 of Attachment A along with Attachment B of the resolution were revised on March 28, 2012 to add \$34 million in STP/CMAQ funds redirected from Cycle 2 FPI for the Doyle Drive / Presidio Parkway, with an equivalent amount in future San Francisco RTIP funding to be directed to regional FPI/Express Lanes. The OA Carryover identified for Cycle 1 is reduced from \$54 million to \$0 to accommodate this action and the advance of \$20 million for FPI on September 22, 2010. Additional changes were made to the project listing in Attachment B.

Attachment A (pages 6 and 17), and Appendix A-1 of Attachment A along with Attachment B of the resolution were revised on April 25, 2012 to address the following: program \$1.2 million to an ACE preventive maintenance project in lieu of an equal amount for SR2S funding for Alameda county (ACTC agrees to fund an equal amount of SR2S projects using local funds); advance and program the remaining \$2.7 million for the small/ northbay county operators (with this advance, the entire \$31 million STP/CMAQ commitment for the MTC Resolution 3814 Transit Payback as identified in Attachment A has been fulfilled); and redirect \$700,000 from the Climate Initiatives Public Outreach effort to the Spare the Air program. Additional changes were made to the project listing in Attachment B.

Attachment B to the resolution was revised on June 27, 2012 to reflect the following actions: program \$7.6 million for specific STP/CMAQ projects for the Lifeline program; program \$3.7 million to ten new Priority Development Area (PDA) Planning Grants for San Francisco, Fremont, Concord, Alameda, Alameda County, Richmond, Mountain View and Rohnert Park; and revise the SamTrans projects receiving the Caltrain Payback, among other changes.

Attachment B to the resolution was revised on July 25, 2012 to add \$0.2 million for Lifeline transportation projects.

Attachment B to the resolution was revised on September 26, 2012 to add \$50,000 to the Walnut Creek fourth cycle PDA planning grant and to move funds between two projects in the Sonoma County's County TLC Program.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 4

Attachment B to the resolution was revised on February 27, 2013 to redirect \$50,000 to the City of San Jose's San Carlos Multimodal project from the Los Gatos Creek Reach 5 Trail project.

This resolution was revised on May 22, 2013 to extend the obligation deadline for the remaining Cycle 1 funds for projects subject to the dissolution of the redevelopment agencies, and delays in programming of Lifeline Transportation projects and small/northbay transit operators projects subject to the MTC Resolution 3814 transit payback commitment, and climate initiative innovative grant projects. Attachment B to the resolution was also revised to reflect the following actions: Redirect \$180,000 from the City of Concord's Monument Blvd Corridor Shared Use Trail (Phase 1) to the Monument Blvd Corridor Pedestrian and Bikeway Network (Phase 2) with no change in total funding; add the Eddy and Ellis Traffic Calming Lifeline project in San Francisco for \$1,175,105; modify the funding amounts between SamTrans' Caltrain Right-Of-Way payback commitment projects with no change in total funding; replace the Livermore plaza TLC project with the Livermore railroad depot restoration project with no change in total funding; deprogram the electric vehicle taxi climate initiative project for \$6,988,000 as a result of Better Place withdrawing from the project and retain \$988,000 for SFMTA's Electric Vehicles for Neighborhood Taxi Service project (a sub-element of the original project); and redirect: \$875,000 to extend the Dynamic Rideshare project; and redirect \$2,800,000 to increase the BAAQMD's bike sharing climate initiative project from \$4,291,000 to \$7,091,000.

Attachment B to the resolution was revised on September 25, 2013 to substitute the City of Oakland's Foothill Blvd. Streetscape Project with the Lakeside Green Streets Project.

Attachment B and Appendix A-1 to the resolution were revised on December 18, 2013 to change \$31 million from RTIP to CMAQ in the FPI program and to add a Sonoma US 101 FPI project and to update the funding amounts for the remaining FPI projects.

Attachment B was revised February 26, 2014 to reprogram Santa Clara's RTIP-TE funding from a lapsed project to two new projects in Santa Clara County, redirect \$3 million in Public Outreach Climate Initiatives Funding to the Spare the Air program and reduce funds for the Richmond Rail Connector Project.

Attachment B was revised March 26, 2014 to add \$2.7 million to the Clipper Program to Implement Phase III and make funding adjustments within the Freeway Performance Initiative Program by moving funds from the Marin US 101 component to the Solano I-80/ I-680/ SR 12 Interchange component.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 5

Attachment B was revised April 23, 2014 to make changes to the Climate Initiatives Program including the addition of the Bay Area Bike Share Program (Phase II) and funding amount adjustments for two other programs.

As referred by the Planning Committee, Attachment B was revised on May 28, 2014 to program remaining reserve in the TLC/Station Area Plans/PDA Planning Program, in companion with the programming of Cycle 2 PDA planning funds.

On July 23, 2014, Attachment B was revised to capture returned savings and unspent funding from various projects including the Richmond Rail Connector and Climate Initiatives EV strategies, and redirect funding from the Freeway Performance Initiatives (FPI) program which received funding from other sources, to the Golden Gate Bridge Suicide Deterrent Net.

On November 19, 2014, Attachment B was revised to replace Vacaville's Accessible Paths to Transit Project with its SRTS Infrastructure Improvements Project.

On December 17, 2014, Attachment B was revised to de-program \$988,000 from SFMTA's Electric Vehicles for Neighborhood Taxi project, and redirect these funds to public education and outreach within the Climate Initiatives program to help address the FY 2016-17 funding shortfall.

On January 28, 2015, Attachment B was revised to de-program \$1,446,802 from the city of San Jose's Innovative Bicycle Detection System to the San Jose TDM project. A total of \$53,198 has been expended and reimbursed by FHWA and therefore remains programmed on the Bicycle Detection project.

On May 27, 2015, Attachment B was revised to add Caltrans as a co-sponsor of the Doyle Drive/Presidio Parkway project and delete the city of San Jose's Innovative Bicycle Detection System program and redirect the remaining \$53,198 to the San Jose TDM project. The City of San Jose has repaid FHWA the \$53,198 in expended and reimbursed funds freeing up the funds for redirection to the San Jose TDM project. Attachment B was also revised to reduce the existing bicycle sharing projects from a total of \$9,816,000 to \$4,403,000 and redirect \$4,500,000 to Bicycle Sharing in Emerging Communities, and \$500,000 to San Mateo Bicycle/Pedestrian Improvements. The remaining \$413,000 will be determined at a later date.

On September 23, 2015, Attachment B was revised to reprogram \$400,000 for the Climate Initiatives Outreach Program from MTC to the Bay Area Air Quality Management District, and to revise the project scope for the I-80 Freeway Performance Initiative project.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 6

On May 25, 2016, Attachment B was revised to redirect \$358,500 from PDA Implementation Studies/Forums and \$1,390 in unprogrammed PDA planning funds within the Transportation for Livable Communities (TLC) program to ABAG PDA Planning and Implementation.

On July 27, 2016, Attachment B was revised to redirect \$548,388 in unobligated balances from San Francisco Department of Public Works' Folsom Street Streetscape project to the Second Street Complete Streets project within the County Transportation for Livable Communities program.

On December 21, 2016, Attachment B was revised to redirect \$3,583,000 to the I-880 Integrated Corridor Management project within the Incident Management program and redirect \$20,000 from MTC's Public Education Outreach, \$240,000 from MTC's Smart Driving Pilot Program, and \$13,000 in unprogrammed balances to MTC's Spare the Air Youth Program within the Climate Change Initiatives Program.

On April 26, 2017, Attachment B was revised to redirect \$145,000 within the Regional Operations program to reflect actual obligations.

On May 24, 2017, Attachment B was revised to increase the Bay Area Air Quality Management District's Bicycle-Sharing Pilot Program within the Climate Change Initiatives program by \$1,061,098 to reflect actual obligations; increase MTC's Bicycle-Sharing Pilot Program within the Climate Change Initiatives program by \$295,636 to reflect estimated final obligations, and indicate that MTC is the sole sponsor of the project; program \$1,440,000 to Concord Commerce Avenue Complete Streets project within the Regional Transportation for Livable Communities (TLC) program; remove \$681,290 in project savings from San Jose's San Carlos Multimodal Streetscape – Phase 2 within the Regional TLC program to address over-programming within the current cycle.

On November 15, 2017, Attachment B was revised to program \$2,584,000 to MTC for Bike Share Capital and Outreach and \$500,000 to San Mateo's Downtown Parking Technology Improvement project as part of an exchange to transfer \$500,000 in non-federal funds to the San Mateo Drive Complete Streets project, within the Climate Initiatives Program.

On February 28, 2018, Attachment B was revised to redirect \$659,000 from the Fremont Bike Share Capital and Outreach project to the Fremont Various Streets and Roads Rehabilitation project as part of an internal funding swap; and to reprogram \$1,024,000 for Richmond's Bike Share project and \$826,000 to Sonoma County Transportation Authority (SCTA) for the joint

ABSTRACT

MTC Resolution No. 3925, Revised

Page 7

SCTA/Transportation Authority of Marin Bike Share project into the MTC Exchange Program; and to clarify exchange project within Cycle 1.

On April 25, 2018, Attachment B was revised to program \$15,000,000 in STP apportionment for the Doyle Drive / Presidio Parkway Landscaping project. This action and funding are related to the partnership between Caltrans and MTC to provide sufficient resources for the successful completion of the San Francisco Bay Bridge (SFOBB) Gateway access improvements project.

On September 26, 2018, Attachment B was revised to return \$309,000 from Fremont's Various Streets and Roads Rehabilitation project (fund exchange to provide local funds to Fremont Bike Share) to the unprogrammed balance within the Bike Share in Emerging Communities project.

On February 27, 2019, Attachment B was revised to change the fund source of \$15,000,000 programmed to the Golden Gate Bridge Suicide Deterrent in Surface Transportation Block Grant Program (STP) funds to Highway Infrastructure Program (STP Bump) funds provided in the Consolidated Appropriations Act, 2018. The \$15,000,000 was 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.

On December 18, 2019, Attachment B was revised to redirect \$700,000 within the Climate Initiatives Innovative Grants program from Bike Share in Emerging Communities to Bike Share Implementation.

On January 27, 2021, Attachment B was revised to redirect the remaining \$1,525,000 balance within the Climate Initiatives Innovative Grants program from Bike Share in Emerging Communities to the current STP/CMAQ program, the One Bay Area Grant (OBAG 2).

Further discussion of the Cycle 1 STP/CMAQ Project Selection Criteria and Program is contained in the memorandum to the Programming and Allocations Committee dated October 14, 2009, December 9, 2009, July 14, 2010, September 8, 2010; October 13, 2010, February 9, 2011, March 9, 2011, May 11, 2011, June 8, 2011, September 14, 2011, October 12, 2011, February 8, 2012, March 7, 2012, April 11, 2012, June 13, 2012, July 11, 2012, September 12, 2012, February 13, 2013, May 8, 2013, September 11, 2013, December 11, 2013, February 12, 2014, March 5, 2014, and April 9, 2014, and to the Planning Committee dated May 9, 2014, and to the Programming and Allocations Committee dated July 9, 2014, November 12, 2014, December 10, 2014, January 14, 2015 and May 13, 2015, and the Administration Committee on

ABSTRACT

MTC Resolution No. 3925, Revised

Page 8

May 13, 2015, and to the Programming and Allocations Committee dated September 9, 2015, May 11, 2016, July 13, 2016, December 14, 2016, April 12, 2017, May 10, 2017, November 8, 2017, February 14, 2018, April 25, 2018, September 12, 2018, February 13, 2019, December 11, 2019, and January 13, 2021.

Date: October 28, 2009
W.I.: 1512
Referred By: PAC

RE: New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12)
Cycle 1 STP/CMAQ Program: Project Selection Criteria, Policy, Procedures and
Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3925

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

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects; and

WHEREAS, MTC is the designated recipient for regional STP and CMAQ funds for the San Francisco Bay Area; and

WHEREAS, MTC has developed policies and procedures to be used in the selection of projects to be funded with STP and CMAQ funds for the Cycle 1 STP/CMAQ Program (23 U.S.C. Section 133), as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership, have or will develop a program of projects to be funded with STP and CMAQ funds in Cycle 1 for inclusion in the 2009 Transportation Improvement Program (TIP) including the subsequent TIP update, as set forth in Amendment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the 2009 TIP and the subsequent TIP update will be subject to public review and comment; now therefore be it

RESOLVED that MTC approves the Project Selection Criteria, Policies, Procedures and Programming for the New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ funding, as set forth in Attachments A and B of this Resolution; and be it further

RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Cycle 1 STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be amended into in the 2009 TIP and the subsequent TIP update, subject to the final federal approval; and be it further

RESOLVED that the Executive Director is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are identified and amended in the 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



Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on October 28, 2009

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
January 27, 2021

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C
 02/28/18-C 04/25/18-C 09/26/18-C 02/27/19-C
 12/18/19-C 01/27/21-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$573,249,420	\$130,732,000	\$703,981,420
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
Regional Agency Planning Activities				
ABAG Planning	ABAG	\$1,786,000	\$0	\$1,786,000
BCDC Planning	BCDC	\$893,000	\$0	\$893,000
MTC Planning	MTC	\$1,786,000	\$0	\$1,786,000
SUBTOTAL		\$4,465,000	\$0	\$4,465,000
County CMA Planning Activities				
CMA Planning - Alameda	ACTC	\$2,566,000	\$0	\$2,566,000
CMA Planning - Contra Costa	CCTA	\$2,029,000	\$0	\$2,029,000
CMA Planning - Marin	TAM	\$1,786,000	\$0	\$1,786,000
CMA Planning - Napa	NCTPA	\$1,786,000	\$0	\$1,786,000
CMA Planning - San Francisco	SFCTA	\$1,867,000	\$0	\$1,867,000
CMA Planning - San Mateo	SMCCAG	\$1,786,000	\$0	\$1,786,000
CMA Planning - Santa Clara	VTA	\$2,840,000	\$0	\$2,840,000
CMA Planning - Solano	STA	\$1,786,000	\$0	\$1,786,000
CMA Planning - Sonoma	SCTA	\$1,786,000	\$0	\$1,786,000
SUBTOTAL		\$18,232,000	\$0	\$18,232,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)		TOTAL: \$22,697,000	\$0	\$22,697,000
* NOTE: County CMA Block Grant Planning amounts are at the discretion of the County CMA - up to a maximum of 4% of the total block grant amount.				
2. REGIONAL OPERATIONS (RO) PROGRAMS				
Regional Operations				
Clipper® Fare Card Collections System	MTC	\$19,772,000	\$0	\$19,772,000
Clipper® Fare Card Collections System	GGBHTD	\$8,900,000	\$0	\$8,900,000
Clipper® Fare Card Collections System/Preventive Maintenance	SamTrans	\$228,000	\$0	\$228,000
511 - Traveler Information	MTC	\$34,500,000	\$0	\$34,500,000
Regional Transportation Marketing	MTC	\$2,100,000	\$0	\$2,100,000
SUBTOTAL		\$65,500,000	\$0	\$65,500,000
FSP/Incident Management	SAFE	\$14,962,000	\$0	\$14,962,000
I-880 Integrated Corridor Management	MTC	\$3,438,000	\$0	\$3,438,000
SUBTOTAL		\$18,400,000	\$0	\$18,400,000
2. REGIONAL OPERATIONS (RO) PROGRAMS		TOTAL: \$83,900,000	\$0	\$83,900,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Freeway Performance Initiative				
Regional Performance Monitoring	MTC	\$750,000	\$0	\$750,000
Regional Performance Initiatives Implementation	SAFE	\$4,058,000	\$0	\$4,058,000
Program for Arterial System Synchronization (PASS)	MTC	\$3,750,000	\$0	\$3,750,000
SUBTOTAL		\$8,558,000	\$0	\$8,558,000
Ramp Metering and TOS Elements				
FPI - ALA I-580: SSJ Co. Line to I-880	Caltrans	\$2,690,000	\$3,535,000	\$6,225,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans	\$2,100,000	\$6,673,000	\$8,773,000
FPI - ALA I-880: SCL Co. Line to Davis Street	Caltrans	\$7,227,000	\$7,227,000	\$9,227,000
FPI - ALA SR 92 (EB): SM/Hayward Bridge to I-880	Caltrans	\$1,617,000	\$4,680,000	\$6,297,000
FPI - CC SR 4: Alhambra Avenue to Loveridge Road	Caltrans	\$15,740,000	\$0	\$15,740,000
FPI - MRN US 101: SF Co. Line to SON Co. Line	Caltrans	\$4,682,000	\$0	\$4,682,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$3,657,000	\$7,498,000	\$11,155,000
FPI - SCL SR 85: I-280 to US 101	Caltrans	\$2,068,000	\$2,258,000	\$4,326,000
FPI - SCL US 101: SBT Co. Line to SR 85	Caltrans	\$4,240,000	\$15,000,000	\$19,240,000
FPI - SOL I-80/I-680/SR12 Interchange Modifications	STA/Caltrans	\$1,000,000	\$0	\$1,000,000
FPI - SOL I-80: I-505 to YOL Co Line	Caltrans	\$3,700,000	\$0	\$3,700,000
FPI - SOL I-80: CC Co Line to I-505	Caltrans	\$3,991,000	\$18,086,000	\$22,077,000
FPI - SON 101 - MRN Co Line - Men Co Line	Caltrans	\$4,000,000	\$0	\$4,000,000
SUBTOTAL		\$51,485,000	\$64,957,000	\$116,442,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)		TOTAL: \$60,043,000	\$64,957,000	\$125,000,000
4. CLIMATE CHANGE INITIATIVES (CCI)				
Eastern Solano CMAQ Program				
Vacaville - Ulatis Creek Bicycle Pedestrian Path	Vacaville	\$810,000	\$0	\$810,000
Vacaville Intermodal Station Phase 2	Vacaville	\$975,000	\$0	\$975,000
STA - Solano Napa Commuter Information (SNCI)	STA	\$445,000	\$0	\$445,000
STA - Solano Safe Routes To School Program	STA	\$215,000	\$0	\$215,000
Solano County - Vacaville-Dixon Bicycle Route - Phase 5	Solano County	\$555,000	\$0	\$555,000
SUBTOTAL		\$3,000,000	\$0	\$3,000,000
Public Education/Outreach				
Public Education Outreach including SB1339 Implementation	MTC	\$2,843,000	\$0	\$2,843,000
Public Education Outreach including SB1339 Implementation	BAAQMD	\$400,000	\$0	\$400,000
Electric Vehicle Promotional Campaign	MTC	\$925,000	\$0	\$925,000
Smart Driving Pilot Program	MTC	\$260,000	\$0	\$260,000
Spare the Air Youth Program 1	MTC	\$3,065,000	\$0	\$3,065,000
Spare the Air Youth Program 2	MTC	\$208,000	\$0	\$208,000
Spare the Air	BAAQMD	\$3,700,000	\$0	\$3,700,000
SUBTOTAL		\$11,401,000	\$0	\$11,401,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
January 27, 2021

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C
 02/28/18-C 04/25/18-C 09/26/18-C 02/27/19-C
 12/18/19-C 01/27/21-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$573,249,420	\$130,732,000	\$703,981,420
Safe Routes To Schools - Regional Competitive				
The BikeMobile: A Bike Repair and Encouragement Vehicle	ACTC	\$500,000	\$0	\$500,000
Venetia Valley School SR2S Imps (Green Ways to School Through Social Networking)	TAM Marin County	\$383,000	\$0	\$383,000
Bay Area School Transportation Collaborative	ACWMA	\$867,000	\$0	\$867,000
Education and Encouragement School Route Maps	STA	\$250,000	\$0	\$250,000
SUBTOTAL		\$2,000,000	\$0	\$2,000,000
Safe Routes To Schools - County				
<i>Specific projects TBD by CMAs</i>				
Alameda County Safe Routes to School Program	ACTC	\$2,069,065	\$0	\$2,069,065
ACE Preventive Maintenance (for local funds directed to Alameda SR2S)	ACE	\$1,150,935	\$0	\$1,150,935
Brentwood School Area Safety Improvements	Brentwood	\$432,000	\$0	\$432,000
Montalvin Manor Pedestrian and Transit Access Improvements	Contra Costa County	\$265,000	\$0	\$265,000
San Ramon Valley Street Smarts' Safe Routes to School Program	Danville	\$365,000	\$0	\$365,000
Moraga Way Pedestrian Pathway	Orinda	\$166,000	\$0	\$166,000
Lisa Lane Sidewalk Project	Pleasant Hill	\$250,000	\$0	\$250,000
Central-East County Safe Routes to School Program	Pleasant Hill	\$725,000	\$0	\$725,000
Richmond Safe Routes to School Cycle 2 Project	Richmond	\$264,000	\$0	\$264,000
Marin Strawberry Point School - Strawberry Drive Pedestrian Imps	TAM	\$475,000	\$0	\$475,000
Napa County Safe Routes to School Program Expansion	NCTPA	\$315,000	\$0	\$315,000
San Francisco Safe Routes to School Education and Outreach	SF Dept. of Public Health	\$500,000	\$0	\$500,000
Sunset and AP Giannini Safe Routes to School Improvements	SFMTA	\$579,000	\$0	\$579,000
San Mateo County Safe Routes to School Program	CCAG	\$1,429,000	\$0	\$1,429,000
Mountain View VERBS Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto Safe Routes to School	Palo Alto	\$528,000	\$0	\$528,000
San Jose Walk N' Roll - Non Infrastructure	San Jose	\$943,000	\$0	\$943,000
San Jose Walk N' Roll - Safe Access	San Jose	\$568,000	\$0	\$568,000
Santa Clara VERBS Program	Santa Clara (City)	\$500,000	\$0	\$500,000
Santa Clara County Safe Routes to School Program	Santa Clara County	\$1,000,000	\$0	\$1,000,000
Suisun City - Grizzly Island Trail	Suisun City	\$300,000	\$0	\$300,000
STA - Solano County Safe Routes to School Program	STA	\$642,000	\$0	\$642,000
Sonoma County-wide Safe Routes to Schools Improvements	Sonoma County	\$1,034,000	\$0	\$1,034,000
SUBTOTAL		\$15,000,000	\$0	\$15,000,000
Innovative Grants				
Berkeley Transportation Action Plan (B-TAP)	Berkeley	\$2,000,000	\$0	\$2,000,000
Shore Power Initiative	Port of Oakland	\$3,000,000	\$0	\$3,000,000
Local Government Electric Vehicle (EV) Fleet Replacement	Alameda County	\$2,808,000	\$0	\$2,808,000
Bicycle-Sharing Pilot Program	BAAQMD	\$5,440,098	\$0	\$5,440,098
Bicycle-Sharing Program (Phase II)	MTC	\$319,636	\$0	\$319,636
Downtown Parking Technology (for San Mateo Dr Complete Streets)	San Mateo (City)	\$500,000	\$0	\$500,000
Cold-In-Place (CIP) Pavement Recycling	Napa (City)	\$2,000,000	\$0	\$2,000,000
Bus Automated Vehicle Locators (AVLs)	Santa Rosa	\$600,000	\$0	\$600,000
Dynamic Rideshare	SCTA	\$2,375,000	\$0	\$2,375,000
eFleet: Electric Vehicle (EV) Car Sharing Electrified	SFCTA	\$1,700,000	\$0	\$1,700,000
Public-Private Partnership TDM	SFCTA	\$750,000	\$0	\$750,000
SFgo	SFMTA	\$20,000,000	\$0	\$20,000,000
TDM Strategies for Redwood City	SamTrans	\$1,487,000	\$0	\$1,487,000
San Jose Transportation Demand Management	San Jose	\$1,500,000	\$0	\$1,500,000
Bike Share in Emerging Communities				
Balance redirected to OBAG2 Safe & Seamless Quick-Strike Program	TBD	\$1,525,000	\$0	\$1,525,000
Bike Share Implementation	MTC	\$700,000	\$0	\$700,000
Bike Share Capital and Outreach - Implementation	MTC	\$75,000	\$0	\$75,000
Fremont: Various Streets and Roads Rehab (for Fremont Bike Share)	Fremont	\$350,000	\$0	\$350,000
Bike Share Capital and Outreach - Richmond (Funding Exchange)	MTC/ Richmond	\$0	\$1,024,000	\$1,024,000
Bike Share Capital and Outreach - SMART Corridor (Funding Exchange)	MTC/ SCTA/ TAM	\$0	\$826,000	\$826,000
Stewart's Point Rancheria Inter-tribal Electric Vehicles (Funding Exchange)	Stewart's Point Rancheria	\$0	\$376,000	\$376,000
SUBTOTAL		\$45,604,734	\$2,226,000	\$47,830,734
Climate Action Program Evaluation				
Climate Action Program Evaluation	MTC	\$3,200,000	\$0	\$3,200,000
SUBTOTAL		\$3,200,000	\$0	\$3,200,000
4. CLIMATE CHANGE INITIATIVES (CCI)	TOTAL:	\$80,205,734	\$2,226,000	\$82,431,734
5. REGIONAL BICYCLE PROGRAM (RBP) *				
Bike/Ped Program				
<i>Specific projects TBD by County CMAs</i>				
Bicycle - Alameda - Block Grant RBP Implementation	ACTC	\$153,000	\$0	\$153,000
Bicycle - Contra Costa - Block Grant RBP Implementation	CCTA	\$47,000	\$0	\$47,000
Bicycle - Marin - Block Grant RBP Implementation	TAM	\$66,000	\$0	\$66,000
Bicycle - Napa - Block Grant RBP Implementation	NCTPA	\$24,000	\$0	\$24,000
Bicycle - San Francisco - Block Grant RBP Implementation	SFCTA	\$55,000	\$0	\$55,000
Bicycle - San Mateo - Block Grant RBP Implementation	SMCCAG	\$70,000	\$0	\$70,000
Bicycle - Santa Clara - Block Grant RBP Implementation	SCVTA	\$186,000	\$0	\$186,000
Bicycle - Solano - Block Grant RBP Implementation	STA	\$54,000	\$0	\$54,000

Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C

03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C

10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C

04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C

02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C

02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C

07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C

05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C

12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C

02/28/18-C 04/25/18-C 09/26/18-C 02/27/19-C

12/18/19-C 01/27/21-C

METROPOLITAN TRANSPORTATION COMMISSION

T4 New Federal Act FIRST CYCLE Programming

STP/CMAQ/TE/RTIP/CMIA Funding **

MTC Resolution 3925

Project List***

Attachment B

January 27, 2021

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$573,249,420	\$130,732,000	\$703,981,420
Bicycle - Sonoma - Block Grant RBP Implementation	SCTA	\$49,000	\$0	\$49,000
Albany - Buchanan Street Bicycle and Pedestrian Path	Albany	\$1,702,000	\$0	\$1,702,000
Oakland - Various Streets Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$435,000	\$0	\$435,000
Pleasanton - Foothill Road at I-580 Bicycle Lane Gap Closure	Pleasanton	\$709,000	\$0	\$709,000
Union City Blvd Bicycle Lanes Phase I	Union City	\$860,000	\$0	\$860,000
Concord - Monument Blvd Corridor Shared Use Trail	Concord	\$486,000	\$0	\$486,000
Concord - Monument Blvd Corridor Pedestrian and Bikeway Network	Concord	\$180,000	\$0	\$180,000
Pittsburg - North Parkside Drive Bicycle & Pedestrian Facilities	Pittsburg	\$900,000	\$0	\$900,000
Richmond - Barrett Avenue Bicycle Lanes	Richmond	\$600,000	\$0	\$600,000
Larkspur - Dougherty Drive Bikeway	Larkspur	\$85,000	\$0	\$85,000
Sausalito - US 101 Off-Ramp/Brideway/Gate 6 Bicycle Traffic Imps	Sausalito	\$88,000	\$0	\$88,000
TAM - Central Marin Ferry Connection	TAM	\$1,410,000	\$0	\$1,410,000
Napa - Lincoln Avenue Bicycle Lanes	City of Napa	\$170,000	\$0	\$170,000
Napa - California Blvd Bicycle Lanes	City of Napa	\$200,000	\$0	\$200,000
Napa County - Valley Vine Trail Bicycle Path	NCTPA	\$211,000	\$0	\$211,000
San Francisco - Marina Green Trail Improvements	SFDPW	\$988,000	\$0	\$988,000
San Francisco - Cargo Way Bicycle Improvements	Port of San Francisco	\$185,000	\$0	\$185,000
Half Moon Bay - SR-1 Bicycle / Pedestrian Trail	Half Moon Bay	\$420,000	\$0	\$420,000
Redwood City - Bair Island Bay Trail Gap Closure	Redwood City	\$337,000	\$0	\$337,000
Redwood City - Skyway/Shoreway Bicycle Lanes and Imps.	Redwood City	\$256,000	\$0	\$256,000
South San Francisco - Bicycle Lanes Gap Closure	South San Francisco	\$261,000	\$0	\$261,000
Campbell Ave Bicycle Lane and Sidewalk	Campbell	\$424,000	\$0	\$424,000
Gilroy - Western Roman Channel and Lions Creek Bicycle/Ped Trail	Gilroy	\$672,000	\$0	\$672,000
San Jose - Los Gatos Creek Reach 5 Trail	San Jose	\$1,200,000	\$0	\$1,200,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	\$50,000	\$0	\$50,000
Santa Clara - San Tomas Aquino Creek Trail Reach 4 Trail Imps	Santa Clara City	\$1,258,000	\$0	\$1,258,000
Santa Clara - San Tomas Aquino Creek Spur Trail Imps.	Santa Clara City	\$1,081,000	\$0	\$1,081,000
Sunnyvale - Hendy Ave Improvements (Complete Streets)	Sunnyvale	\$437,000	\$0	\$437,000
Fairfield - Linear Park Path Alternate Route (Nightingale Drive)	Fairfield	\$221,000	\$0	\$221,000
Suisun City - Grizzly Island Trail Project	Suisun City	\$814,000	\$0	\$814,000
Healdsburg - Foss Creek New Pathway Segment 6	Healdsburg	\$876,000	\$0	\$876,000
Santa Rosa - SMART/College Ave Bike/Ped Pathway	Santa Rosa	\$948,000	\$0	\$948,000
Sonoma County - SMART Hearn Ave Bike/Ped Trail	Sonoma Co. Reg Parks	\$620,000	\$0	\$620,000
Berkeley Bay Trail (TE)	Berkeley	\$0	\$1,557,000	\$1,557,000
Pleasant Hill Road Bicycle/Pedestrian Safety Improvements (TE)	Lafayette	\$0	\$1,009,000	\$1,009,000
Sir Francis Drake Class II Bike Lane (TE)	Marin County	\$0	\$294,000	\$294,000
North Yountville Bike Route and Sidewalk Extension (TE)	Yountville	\$0	\$183,000	\$183,000
San Francisco Bicycle Parking Program (Mission/Citywide) (TE)	San Francisco MTA	\$0	\$235,000	\$235,000
Church and Duboce Bicycle / Ped Enhancements	San Francisco MTA	\$0	\$388,000	\$388,000
San Francisco - Pedestrian Safety & Encouragement Campaign	San Francisco MTA	\$0	\$174,000	\$174,000
San Mateo County Bicycle/Pedestrian Enhancements (TE)	San Mateo County	\$0	\$200,000	\$200,000
Bayshore Bicycle Lane	Brisbane	\$0	\$627,000	\$627,000
Gilroy Schools Pedestrian and Bicycle Lane Access Improvements (TE)	Gilroy	\$0	\$697,000	\$697,000
Safe Routes to Schools, Pedestrian and Bicycle Improvements (TE)	Los Altos Hills	\$0	\$467,000	\$467,000
Campbell Hacienda Avenue Streetscape and Bicycle Imps (TE)	Campbell	\$0	\$159,000	\$159,000
Milpitas Escuela Parkway Bicycle and Pedestrian Enhancements (TE)	Milpitas	\$0	\$501,000	\$501,000
Fairfield/Vacaville Station Ped and Bicycle Track Crossing Enhancements (TE)	Fairfield	\$0	\$400,000	\$400,000
Dixon West B Street Bike/Ped Undercrossing (TE)	STA	\$0	\$77,000	\$77,000
Copeland Creek Bicycle Path Reconstruction (TE)	Rohnert Park	\$0	\$581,000	\$581,000
SUBTOTAL		\$19,788,000	\$7,549,000	\$27,337,000
5. REGIONAL BICYCLE PROGRAM (RBP)	TOTAL:	\$19,788,000	\$7,549,000	\$27,337,000

* NOTE: Regional Bicycle Program STP fund administered by County CMAAs as part of the Block Grant Program.

* NOTE: Regional Bicycle Program TE funds to be programmed by County CMAAs in 2010 RTP

6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) *

TLC / Station Area Planning Implementation				
ABAG Station Area Planning Implementation	ABAG	\$450,000	\$0	\$450,000
MTC Station Area Planning Implementation	MTC	\$402,110	\$0	\$402,110
Station Area Plans				
Central Fremont – City Center	Fremont	\$224,000	\$0	\$224,000
South Fremont/Warm Springs BART Station	Fremont	\$276,000	\$0	\$276,000
Walnut Creek BART	Walnut Creek	\$500,000	\$0	\$500,000
San Francisco Central Corridor, So. segment of the Central Subway	San Francisco	\$68,000	\$0	\$68,000
San Francisco Market Street (Steuart St. to Octavia Blvd.)	San Francisco	\$300,000	\$0	\$300,000
Downtown South San Francisco / Caltrain Station	South San Francisco	\$600,000	\$0	\$600,000
Lawrence Station Area / Sunnyvale and Santa Clara	Sunnyvale	\$450,000	\$0	\$450,000
Priority Development Area (PDA) Planning				
Alameda Naval Air Station	Alameda (City)	\$200,000	\$0	\$200,000
Ashland East 14th Street/Mission Blvd	Alameda County	\$400,000	\$0	\$400,000
Warm Springs/South Fremont BART	Fremont	\$300,000	\$0	\$300,000
Concord Downtown BART	Concord	\$480,000	\$0	\$480,000
Concord Naval Weapons Station/N. Concord BART	Concord	\$240,000	\$0	\$240,000
South Richmond	Richmond	\$496,000	\$0	\$496,000

Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C

03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C

10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C

04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C

02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C

02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C

07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C

05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C

12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C

02/28/18-C 04/25/18-C 09/26/18-C 02/27/19-C

12/18/19-C 01/27/21-C

METROPOLITAN TRANSPORTATION COMMISSION

T4 New Federal Act FIRST CYCLE Programming

STP/CMAQ/TE/RTIP/CMIA Funding **

MTC Resolution 3925

Project List***

Attachment B

January 27, 2021

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$573,249,420	\$130,732,000	\$703,981,420
Treasure Island Mobility Management	San Francisco	\$500,000	\$0	\$500,000
San Francisco Central Corridor EIR Augmentation	San Francisco	\$200,000	\$0	\$200,000
El Camino/San Antonio	Mountain View	\$400,000	\$0	\$400,000
Central Rohnert Park	Rohnert Park	\$448,000	\$0	\$448,000
MTC PDA Planning Implementation	MTC	\$1,101,000	\$0	\$1,101,000
ABAG PDA Planning Implementation	ABAG	\$609,890	\$0	\$609,890
Smart Growth Technical Assistance Program	MTC	\$360,000	\$0	\$360,000
SUBTOTAL		\$9,005,000	\$0	\$9,005,000
Transit Oriented Development (TOD)				
Transit Oriented Affordable Housing (TOAH) (Funding Exchange)	MTC	\$0	\$10,000,000	\$10,000,000
SUBTOTAL		\$0	\$10,000,000	\$10,000,000
Regional Transportation for Livable Communities (TLC) Program				
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	BART	\$860,000	\$0	\$860,000
Berkeley Downtown BART Plaza and Transit Area Imps	BART / Berkeley	\$1,805,000	\$0	\$1,805,000
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	Dublin	\$647,000	\$0	\$647,000
South Hayward BART / Dixon St Streetscape and Access Imps	Hayward	\$1,800,000	\$0	\$1,800,000
Livermore RxR Depot Restoration (for Livermore Land Banking)	Livermore	\$2,500,000	\$0	\$2,500,000
Lakeside Complete Streets and Road Diet	Oakland	\$2,200,000	\$0	\$2,200,000
San Leandro BART-Downtown Pedestrian Interface Imp	San Leandro	\$4,610,000	\$0	\$4,610,000
Union City Intermodal Station East Plaza	Union City	\$4,450,000	\$0	\$4,450,000
Concord Commerce Ave Complete Streets	Concord	\$1,440,000	\$0	\$1,440,000
Richmond Nevin Avenue Imps	Richmond	\$2,654,000	\$0	\$2,654,000
SF South of Market Alleyways Imp, Phase 2	San Francisco	\$1,381,000	\$0	\$1,381,000
SF 24th Street/Mission BART Plaza and Pedestrian Imps	San Francisco	\$2,109,000	\$0	\$2,109,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	\$2,800,000	\$0	\$2,800,000
SF Phelan Public Plaza and Transit-Oriented Development	San Francisco	\$1,120,000	\$0	\$1,120,000
San Carlos East Side Community Transit Connectivity	San Carlos	\$2,221,000	\$0	\$2,221,000
San Mateo Delaware Street Bike Path and Streetscape	San Mateo	\$605,000	\$0	\$605,000
San Jose The Alameda - A Plan for The Beautiful Way	San Jose	\$3,132,000	\$0	\$3,132,000
San Jose San Fernando Street Enhanced Bikeway and Pedestrian Access	San Jose	\$1,425,000	\$0	\$1,425,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	\$1,342,710	\$0	\$1,342,710
Vallejo Downtown Streetscape Phase 3	Vallejo	\$400,000	\$0	\$400,000
Cotati Train Depot	Cotati	\$1,516,000	\$0	\$1,516,000
Petaluma Boulevard South Road Diet	Petaluma	\$708,000	\$0	\$708,000
Santa Rosa Downtown Station Area Utility Infrastructure Upgrade	Santa Rosa	\$1,045,000	\$0	\$1,045,000
SUBTOTAL		\$42,770,710	\$0	\$42,770,710
County Transportation for Livable Communities (TLC) Program				
<i>Specific projects TBD by CMA</i>				
County TLC - Alameda - Block Grant TLC Implementation	ACTC	\$238,000	\$0	\$238,000
County TLC - Contra Costa - Block Grant TLC Implementation	CCTA	\$83,000	\$0	\$83,000
County TLC - Marin - Block Grant TLC Implementation	TAM	\$40,000	\$0	\$40,000
County TLC - Napa - Block Grant TLC Implementation	NCTPA	\$22,000	\$0	\$22,000
County TLC - San Francisco - Block Grant TLC Implementation	SFCTA	\$125,000	\$0	\$125,000
County TLC - San Mateo - Block Grant TLC Implementation	SMCCAG	\$115,000	\$0	\$115,000
County TLC - Santa Clara - Block Grant TLC Implementation	SCVTA	\$285,000	\$0	\$285,000
County TLC - Solano - Block Grant TLC Implementation	STA	\$67,000	\$0	\$67,000
County TLC - Sonoma - Block Grant TLC Implementation	SCTA	\$47,000	\$0	\$47,000
BART - MacArthur Station Entry Plaza Renovation	BART	\$625,000	\$0	\$625,000
Fremont - Midtown Catalyst Project	Fremont	\$1,600,000	\$0	\$1,600,000
Livermore - Downtown Livermore Iron Horse Trail	Livermore	\$1,566,000	\$0	\$1,566,000
Livermore - Downtown Livermore Lighting Fixtures Retrofit	Livermore	\$176,000	\$0	\$176,000
Oakland - MacArthur Blvd Streetscape	Oakland	\$1,700,000	\$0	\$1,700,000
El Cerrito - Central Ave & Liberty St Streetscape	El Cerrito	\$816,000	\$0	\$816,000
Lafayette - Downtown Pedestrian, Bicycle & Streetscape	Lafayette	\$1,690,000	\$0	\$1,690,000
Richmond Transit Village: Nevin Ave and BART Station Bike/Ped Imps	Richmond	\$1,217,000	\$0	\$1,217,000
Marin County - Various Bicycle/Ped Improvements	Marin County	\$970,000	\$0	\$970,000
American Canyon - PDA Development Plan	American Canyon	\$318,000	\$0	\$318,000
American Canyon - Theresa Avenue Sidewalk Imps. Phase II	American Canyon	\$200,000	\$0	\$200,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	\$516,612	\$0	\$516,612
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	\$948,000	\$0	\$948,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	\$1,104,000	\$0	\$1,104,000
Second Street Complete Streets	SFDPW	\$548,388	\$0	\$548,388
Burlingame - Burlingame Ave. and Broadway Districts Streetscape	Burlingame	\$301,000	\$0	\$301,000
Daly City - Citywide Accessibility Improvements	Daly City	\$420,000	\$0	\$420,000
Millbrae - El Camino Real/Victoria Pedestrian Enhancement	Millbrae	\$355,000	\$0	\$355,000
San Bruno - Transit Corridor Pedestrian Connection Imps.	San Bruno	\$263,000	\$0	\$263,000

Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C

03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C

10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C

04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C

02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C

02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C

07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C

05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C

12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C

02/28/18-C 04/25/18-C 09/26/18-C 02/27/19-C

12/18/19-C 01/27/21-C

METROPOLITAN TRANSPORTATION COMMISSION

T4 New Federal Act FIRST CYCLE Programming

STP/CMAQ/TE/RTIP/CMIA Funding **

MTC Resolution 3925

Project List***

Attachment B

January 27, 2021

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$573,249,420	\$130,732,000	\$703,981,420
San Bruno - Street Medians and Grand Boulevard Imps	San Bruno	\$654,000	\$0	\$654,000
San Mateo - El Camino Real Phase 1 Improvements	San Mateo	\$503,000	\$0	\$503,000
Campbell - Winchester Blvd Streetscape Phase II	Campbell	\$1,500,000	\$0	\$1,500,000
Milpitas - Abel Street Pedestrian Improvements	Milpitas	\$788,000	\$0	\$788,000
VTA - US 101 Capitol Expressway (Exchange) ****	Santa Clara VTA	\$1,100,000	\$0	\$1,100,000
Santa Clara Co. - Almaden Expwy Bicycle Signal Detection (Complete Streets)	Santa Clara Co.	\$500,000	\$0	\$500,000
Saratoga - Saratoga Village Ped Enhancement Phase 2	Saratoga	\$1,161,000	\$0	\$1,161,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	\$523,000	\$0	\$523,000
Sunnyvale - Downtown Streetscape	Sunnyvale	\$594,000	\$0	\$594,000
Vallejo - Streetscapes Improvements	Vallejo	\$1,277,000	\$0	\$1,277,000
Cotati - Downtown Streetscape	Cotati	\$1,100,000	\$0	\$1,100,000
Santa Rosa - Streetscape Palettes Deleted - Funds moved to Cotati Train Depot	Santa Rosa	\$0	\$0	\$0
Cotati Train Depot	Cotati	\$200,000	\$0	\$200,000
SUBTOTAL		\$26,256,000	\$0	\$26,256,000
SFPark Parking Pricing (Fund Exchange)	SFMTA	\$22,000,000	\$0	\$22,000,000
SUBTOTAL		\$22,000,000	\$0	\$22,000,000
6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC)	TOTAL:	\$100,031,710	\$10,000,000	\$110,031,710

* NOTE: Two thirds of the TLC Program administered by MTC. One third administered by County CMAAs, as part of the Block Grant Program.

7. LOCAL STREETS AND ROADS (LSR)

Pavement Technical Advisory Program (PTAP)	MTC	\$4,500,000	\$0	\$4,500,000
Pavement Management Program (PMP)	MTC	\$1,500,000	\$0	\$1,500,000
SUBTOTAL		\$6,000,000	\$0	\$6,000,000
Federal Aid Secondary (FAS) Commitment *				
<i>Specific projects TBD by Counties</i>				
Alameda County - Rural Roads Pavement Rehabilitation	Alameda County	\$2,135,000	\$0	\$2,135,000
Contra Costa - Kirker Pass Road Overlay	Contra Costa County	\$1,611,000	\$0	\$1,611,000
Marin County - Novato Boulevard Resurfacing	Marin County	\$1,006,000	\$0	\$1,006,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	\$312,000	\$0	\$312,000
Napa County - Various Streets Rehabilitation	Napa County	\$1,114,000	\$0	\$1,114,000
San Mateo County - Pescadero Creek Road Resurfacing	San Mateo County	\$1,070,000	\$0	\$1,070,000
Santa Clara County - Various Streets and Roads Pavement Rehabilitation	Santa Clara County	\$2,041,000	\$0	\$2,041,000
Solano County - Pavement Overlay Program	Solano County	\$1,807,000	\$0	\$1,807,000
Sonoma County - Various Streets and Roads Asphalt Overlay	Sonoma County	\$3,917,000	\$0	\$3,917,000
SUBTOTAL		\$15,013,000	\$0	\$15,013,000

Local Streets and Roads (LSR) Rehabilitation **

<i>Specific projects TBD by CMAAs</i>				
LS&R Rehab - Alameda - Block Grant LS&R Implementation	ACTC	\$662,000	\$0	\$662,000
LS&R Rehab - Contra Costa - Block Grant LS&R Implementation	CCTA	\$215,000	\$0	\$215,000
LS&R Rehab - Marin - Block Grant LS&R Implementation	TAM	\$97,000	\$0	\$97,000
LS&R Rehab - Napa - Block Grant LS&R Implementation	NCTPA	\$75,000	\$0	\$75,000
LS&R Rehab - San Francisco - Block Grant LS&R Implementation	SFCTA	\$310,000	\$0	\$310,000
LS&R Rehab - San Mateo - Block Grant LS&R Implementation	SMCCAG	\$272,000	\$0	\$272,000
LS&R Rehab - Santa Clara - Block Grant LS&R Implementation	SCVTA	\$689,000	\$0	\$689,000
LS&R Rehab - Solano - Block Grant LS&R Implementation	STA	\$259,000	\$0	\$259,000
LS&R Rehab - Sonoma - Block Grant LS&R Implementation	SCTA	\$229,000	\$0	\$229,000
Alameda - Otis Drive Reconstruction	Alameda (City)	\$837,000	\$0	\$837,000
Alameda County - Central County Pavement Rehabilitation	Alameda County	\$1,121,000	\$0	\$1,121,000
Albany - Pierce Street Pavement Rehabilitation	Albany	\$117,000	\$0	\$117,000
Berkeley - Sacramento Street Rehabilitation	Berkeley	\$955,000	\$0	\$955,000
Dublin - Citywide Street Resurfacing	Dublin	\$547,000	\$0	\$547,000
Fremont - Various Streets Pavement Rehabilitation	Fremont	\$2,706,550	\$0	\$2,706,550
Fremont - Osgood Road Rehabilitation	Fremont	\$431,450	\$0	\$431,450
Hayward - Various Streets Pavement Rehabilitation	Hayward	\$1,336,000	\$0	\$1,336,000
Livermore - Various Streets Rehabilitation	Livermore	\$1,028,000	\$0	\$1,028,000
Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Newark	\$682,000	\$0	\$682,000
Oakland - Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$3,617,000	\$0	\$3,617,000
Pleasanton - Various Streets Pavement Rehabilitation	Pleasanton	\$876,000	\$0	\$876,000
San Leandro - Marina Blvd Street Rehabilitation	San Leandro	\$807,000	\$0	\$807,000
Union City - Dyer Street Rehabilitation	Union City	\$861,000	\$0	\$861,000
Antioch - Hillcrest, Putnam and Contra Loma Pavement Rehab	Antioch	\$1,907,000	\$0	\$1,907,000
Brentwood - Various Streets Overlay	Brentwood	\$823,000	\$0	\$823,000
Concord - Concord Blvd Pavement Rehabilitation Sixth-Glazier	Concord	\$2,147,000	\$0	\$2,147,000
Contra Costa - Countywide Arterial Micro Surface Project	Contra Costa County	\$2,121,000	\$0	\$2,121,000
Pittsburg - Railroad Avenue Pavement Rehabilitation	Pittsburg	\$848,000	\$0	\$848,000
Richmond - Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$500,000	\$0	\$500,000
San Ramon - Alcosta Boulevard Pavement Rehabilitation	San Ramon	\$825,000	\$0	\$825,000
Walnut Creek - Various Arterials and Collectors Rehabilitation	Walnut Creek	\$1,856,000	\$0	\$1,856,000
Marin County - Southern Marin Road Rehabilitation	Marin County	\$1,196,000	\$0	\$1,196,000
Mill Valley - Edgewood Avenue Resurfacing	Mill Valley	\$123,000	\$0	\$123,000

Attachment B

MTC Resolution No. 3925, Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
January 27, 2021

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

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$573,249,420	\$130,732,000	\$703,981,420
San Rafael - Citywide Street Resurfacing	San Rafael	\$1,019,000	\$0	\$1,019,000
Napa - Linda Vista Pavement Overlay	City of Napa	\$654,000	\$0	\$654,000
Napa - Cape Seal Pavement Rehabilitation	City of Napa	\$625,000	\$0	\$625,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	\$526,000	\$0	\$526,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	\$3,200,000	\$0	\$3,200,000
San Francisco - Second Street Phase 1 - Sfgo Signal Rehabilitation	SFDPW	\$530,000	\$0	\$530,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	\$350,000	\$0	\$350,000
San Francisco - Citywide San Francisco Street Improvements	SFDPW	\$3,368,000	\$0	\$3,368,000
Burlingame - Street Resurfacing Program 2010-11	Burlingame	\$308,000	\$0	\$308,000
Daly City - Various Streets Rehabilitation	Daly City	\$1,058,000	\$0	\$1,058,000
Menlo Park - Various Streets Resurfacing	Menlo Park	\$385,000	\$0	\$385,000
Pacifica - Various Streets Pavement Rehabilitation	Pacifica	\$383,000	\$0	\$383,000
Redwood City - Various Streets Overlay	Redwood City	\$946,000	\$0	\$946,000
San Bruno Various Streets Resurfacing	San Bruno	\$398,000	\$0	\$398,000
San Carlos - Various Streets Pavement Rehabilitation	San Carlos	\$319,000	\$0	\$319,000
San Mateo - Various Streets Rehabilitation	San Mateo (City)	\$1,255,000	\$0	\$1,255,000
San Mateo County - Various Roads Resurfacing	San Mateo County	\$1,416,000	\$0	\$1,416,000
South San Francisco - Various Streets Resurfacing	So. San Francisco	\$712,000	\$0	\$712,000
Campbell - Citywide Arterial & Collector Street Rehab	Campbell	\$500,000	\$0	\$500,000
Cupertino - Various Streets Pavement Rehabilitation	Cupertino	\$500,000	\$0	\$500,000
Gilroy - Wren Ave and Church Street Resurfacing	Gilroy	\$614,000	\$0	\$614,000
Los Altos - San Antonio Road Microseal	Los Altos	\$259,000	\$0	\$259,000
Los Gatos - University Avenue Rehabilitation	Los Gatos	\$500,000	\$0	\$500,000
Mountain View - Church Street Improvements	Mountain View	\$530,000	\$0	\$530,000
Palo Alto - Various Streets Pavement Overlay	Palo Alto	\$549,000	\$0	\$549,000
San Jose - Various Streets Rehabilitation	San Jose	\$7,987,000	\$0	\$7,987,000
Santa Clara City - Various Streets Rehabilitation	Santa Clara (City)	\$1,163,000	\$0	\$1,163,000
Santa Clara County Roads Pavement Rehabilitation	Santa Clara County	\$1,157,000	\$0	\$1,157,000
Santa Clara County Expressways Pavement Rehabilitation	Santa Clara County	\$530,000	\$0	\$530,000
Saratoga - Various Streets and Roads Rehabilitation	Saratoga	\$500,000	\$0	\$500,000
Sunnyvale Ave/Old San Francisco Rd Reconstruction and Ped Enhancements	Sunnyvale	\$638,000	\$0	\$638,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	\$1,117,000	\$0	\$1,117,000
Benicia - Columbus Parkway Overlay	Benicia	\$371,000	\$0	\$371,000
Fairfield - Various Streets Overlay	Fairfield	\$1,370,000	\$0	\$1,370,000
Solano County Pavement Overlay	Solano County	\$1,689,000	\$0	\$1,689,000
Suisun City - Pintail Drive Resurfacing	Suisun City	\$437,000	\$0	\$437,000
Vacaville - Various Streets Overlay	Vacaville	\$1,324,000	\$0	\$1,324,000
Vallejo - Citywide Street Overlay	Vallejo	\$1,595,000	\$0	\$1,595,000
Petaluma - Sonoma Mountain Parkway Rehabilitation	Petaluma	\$1,036,000	\$0	\$1,036,000
Rohnert Park - Arlen Dr and E. Cotati Ave Overlay	Rohnert Park	\$563,000	\$0	\$563,000
Santa Rosa - Various Streets Citywide Overlay	Santa Rosa	\$2,072,000	\$0	\$2,072,000
Sonoma County - Various Roads Pavement Preservation	Sonoma Co. TPW	\$4,912,000	\$0	\$4,912,000
Windsor - Hembree Lane Resurfacing	Windsor	\$348,000	\$0	\$348,000
SUBTOTAL		\$80,789,000	\$0	\$80,789,000
7. LOCAL STREETS AND ROADS (LSR)	TOTAL:	\$101,802,000	\$0	\$101,802,000
* NOTE: Section 182.6(d)(2) of the California Streets and Highways Code requires that An amount not less than 110 percent of the amount that the county was apportioned under the Federal-Aid Secondary The FAS amounts in Cycle 1 represent the total annual FAS commitments for the entire 6-year period of the new federal act beginning in FY 2009-10. San Francisco does not have any routes designated FAS, ** NOTE: Local Streets and Roads Rehab administered by County CMAs as part of the Block Grant Program.				
8. REGIONAL STRATEGIC INVESTMENTS (RSI)				
Richmond Rail Connector	Caltrans	\$6,330,000	\$0	\$6,330,000
GGBH&TD Preventive Maintenance (for Golden Gate Bridge Suicide Deterrent)	GGBH&TD	\$5,000,000	\$0	\$5,000,000
Golden Gate Bridge Suicide Deterrent	GGBH&TD	\$12,000,000	\$15,000,000	\$27,000,000
Doyle Drive/Presidio Parkway *****	Caltrans/SFCTA	\$34,000,000	\$0	\$34,000,000
Doyle Drive/Presidio Parkway Landscaping	Caltrans/SFCTA	\$15,000,000	\$0	\$15,000,000
SamTrans Preventive Maintenance (for Caltrain Right-Of-Way Payback)	SamTrans	\$15,942,309	\$0	\$15,942,309
SamTrans Bus Replacement (for Caltrain Right-Of-Way Payback)	SamTrans	\$1,085,808	\$0	\$1,085,808
SamTrans Advanced Comm. Sys. Upgrades (for Caltrain Right-Of-Way Payback)	SamTrans	\$2,260,796	\$0	\$2,260,796
SCL I-280 I/C Improvements	VTa	\$1,000,000	\$31,000,000	\$32,000,000
SCL I-280/Winchester I/C Modifications	VTa	\$500,000	\$0	\$500,000
Small/Northbay Operators (Transit Payback Commitment)				
Clipper Phase III Implementation	Various	\$2,691,476	\$0	\$2,691,476
SUBTOTAL		\$95,810,389	\$46,000,000	\$141,810,389
8. REGIONAL STRATEGIC INVESTMENTS (RSI)	TOTAL:	\$95,810,389	\$46,000,000	\$141,810,389
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)				
Transit Payback Commitment: Lifeline Transportation Program				
Community Based Transportation Plan Updates	ACTC	\$475,000	\$0	\$475,000
Cherryland - Hathaway Avenue Transit Access Imps	Alameda County	\$430,000	\$0	\$430,000
East Bay Bus Rapid Transit Terminus/ San Leandro BART Imps	AC Transit	\$1,225,539	\$0	\$1,225,539
Baypoint - Canal Road Bike/Ped Imps	Contra Costa County	\$1,000,000	\$0	\$1,000,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
January 27, 2021

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C
 02/28/18-C 04/25/18-C 09/26/18-C 02/27/19-C
 12/18/19-C 01/27/21-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$573,249,420	\$130,732,000	\$703,981,420
Richmond Easy Go Low-Income Mobility Access Imps	Richmond	\$203,291	\$0	\$203,291
Advanced Communications and Information System	GGBHTD	\$233,728	\$0	\$233,728
Community Based Transportation Plan Updates	NCTPA	\$80,000	\$0	\$80,000
ADA Bus Stop Upgrades	NCTPA	\$116,794	\$0	\$116,794
Eddy and Ellis Traffic Calming	SFMTA	\$1,175,105	\$0	\$1,175,105
Redwood City - Middlefield/Woodside Rd (SR 84) Intersection Imps	Redwood City	\$339,924	\$0	\$339,924
City of San Mateo - North Central Ped Infrastructure Imps	San Mateo (City)	\$339,924	\$0	\$339,924
East San Jose Pedestrian Improvements	Santa Clara County	\$2,127,977	\$0	\$2,127,977
Fairfield-Suisun - Local Bus Replacement	Fairfield-Suisun Transit	\$481,368	\$0	\$481,368
Vacaville SRTS Infrastructure Imps	Vacaville	\$40,000	\$0	\$40,000
Healdsburg Pedestrian Safety & Access Imps	Healdsburg	\$202,937	\$0	\$202,937
Central Sonoma Valley Trail	Sonoma County	\$500,000	\$0	\$500,000
SUBTOTAL		\$8,971,587	\$0	\$8,971,587
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)		TOTAL: \$8,971,587	\$0	\$8,971,587
First Cycle Total		\$573,249,420	\$130,732,000	\$703,981,420

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-3925_ongoing_STP-CMAQ_Cycle1\[tmp-3925_Attach-B_Jan.xlsx]Attach B 1-27-21

** NOTE: Attachment A, T-4 First-Cycle Project Selection Criteria and Programming Policies, govern this project list. All funding changes to a program or project are subject to Commission approval.

The project phase, fiscal year and fund source will be determined at the time of programming in the TIP. MTC Staff will update the project listing (Attachment B) to reflect MTC actions as projects are included or revised in the TIP.

*** NOTE: All funds are subject to applicable regional, state and federal requirements and deadlines. Funds that miss established deadlines are considered lapsed and are no longer available for the project.

**** NOTE: Santa Clara VTA agrees to provide an equal amount of local/STIP funds for a TLC project by Fall 2014. If VTA has not programmed an equal amount, MTC will recommend programming of Santa Clara's RTIP share.

***** NOTE: Doyle Drive/Presidio Parkway - Contingent upon \$34 million in future San Francisco RTIP funds being prioritized for regional FPI/Express Lanes after Planning, Programming and Monitoring (PPM) the remaining \$88 million commitment to the Central Subway project.

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

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).

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

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, November 4, 2020, and January 13, 2021.

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

Date: November 18, 2015
W.I.: 1512
Referred by: P&A
Revised: 07/27/16-C 10/26/16-C
12/20/17-C 03/27/19-C
07/24/19-C 02/26/20-C
[01/27/21-C](#)

Attachment A
Resolution No. 4202

OBAG 2
One Bay Area Grant Program
Project Selection Criteria and Programming Policy

This page intentionally left blank

**OBAG 2 – One Bay Area Grant Program
Project Selection Criteria and Programming Policy**

TABLE OF CONTENTS

Background.....	1
Revenue Estimates and Program Architecture.....	1
Program Categories and Project List.....	6
General Programming Policies	6
Regional Programs.....	12
County Programming Policies	16
County Programs.....	22

Appendices

Appendix A-1 Regional and County Program Categories

Appendix A-2 County Program Fund Distribution

Appendix A-3 Regional and County Planning Activities

Appendix A-4 County Federal-Aid Secondary (FAS)

Appendix A-5 County Safe Routes to School (SRTS)

Appendix A-6 Priority Conservation Area (PCA)

Appendix A-7 CMA Call for Projects Guidance

Appendix A-8 County PDA Investment and Growth Strategy

Appendix A-9 Priority Conservation Area (PCA) Implementation

Appendix A-10 Checklist for CMA and Local Jurisdiction Compliance with MTC Resolution 4202

[Appendix A-11 Safe and Seamless Mobility Quick-Strike](#)

The One Bay Area Grant Program (OBAG 2) is the second round of the federal funding program designed to support the implementation of *Plan Bay Area*, the region's first Sustainable Communities Strategy (SCS). OBAG 2 covers the five-year period from FY 2017-18 to FY 2021-22. The proposed revenue estimates, funding approach, programming policies, project guidance, and timeline for OBAG 2 are outlined in this attachment.

BACKGROUND

The inaugural One Bay Area Grant Program (OBAG 1) was approved by the Commission in May 2012 (MTC Resolution 4035). The OBAG 1 program incorporated the following program features:

- Targeting project investments to the region's Priority Development Areas (PDAs);
- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing;
- Supporting open space preservation in Priority Conservation Areas (PCAs); and
- Providing a larger and more flexible funding pot to deliver transportation projects in categories such as Transportation for Livable Communities (TLC), bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing dedicated funding opportunities for Safe Routes to School activities and PCAs.

The early outcomes of the OBAG 1 program are documented in the One Bay Area Grant Report Card located at: (http://files.mtc.ca.gov/pdf/OBAG_Report_Card.pdf). The key findings of the report highlight a variety of improvements as compared to previous federal highway funding programs, including: increased grant and project size, complexity, and multi-modality; significant investments in active transportation and TLC projects; region wide achievement of PDA investment targets; and compliance with local performance and accountability requirements. Considering the positive results achieved in OBAG 1, and in order to further extend the timeframe for OBAG to meet its policy goals, OBAG 2 maintains largely the same framework and policies.

REVENUE ESTIMATES AND PROGRAM ARCHITECTURE

OBAG 2 funding is based on anticipated future federal transportation program apportionments from the regional Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Programs. Originally, the programming capacity estimated for OBAG 2 amounted to \$790 million (down from \$827 million programmed with OBAG 1). The estimated decrease in revenues between program cycles reflects annual apportionment amounts in the federal surface transportation act (Moving Ahead for Progress in the 21st Century Act, or MAP-21) authorized after approval of OBAG 1 not keeping pace with estimated growth rates, as well as changes in state and federal programs that impacted estimated regional funding levels (such as the elimination of the Transportation Enhancements (TE) program). Subsequent to the Commission's original adoption of OBAG 2, Congress approved the Fixing America's Surface Transportation (FAST) Act, providing an additional

estimated \$72 million during the OBAG 2 period. The revised total STP/CMAQ funding for OBAG 2 is \$862 million.

The OBAG 2 program continues to integrate the region's federal transportation program with California's climate statutes and the Sustainable Communities Strategy (SCS), and contributes to the implementation of the goals and objectives of the Regional Transportation Plan. Funding distribution formulas to the counties will continue to encourage land-use, housing and complete streets policies that support the production of housing with supportive transportation investments. This is accomplished through the following principles:

1. Realistic Revenue Assumptions:

OBAG 2 funding is based on anticipated future federal transportation program apportionments. In past years, the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement programs (STP/CMAQ) have not grown, and changes in the federal and state programs (such as elimination of the Transportation Enhancement (TE) program) resulted in decreases that were not anticipated when OBAG 1 was developed. For the initial OBAG 2 estimates, a 2% annual escalation rate above current federal revenues was assumed, consistent with the mark-up of the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act by the Senate Environment and Public Works Committee. Even with the 2% escalation, revenues for OBAG 2 were expected to be 4% less than OBAG 1 revenues. Following the Commission's original adoption of OBAG 2, an additional \$72 million in FAST Act revenue was made available, for a total of \$862 million for OBAG 2 - an increase of 4% over the OBAG 1 funding level.

If there are significant changes in federal apportionments over the OBAG 2 time period, MTC will return to the Commission to recommend adjustments to the program. These adjustments could include increasing or decreasing funding amounts for one or more programs, postponement of projects, expansion of existing programs, development of new programs, or adjustments to subsequent programming cycles.

Upon enactment and extension of the federal surface transportation authorizations expected during the OBAG funding period, MTC will need to closely monitor any new federal programs, their eligibility rules, and how funding is distributed to the states and regions. It is anticipated that any changes to the current federal programs would likely overlap to a large extent with projects that are currently eligible for funding under 23 U.S.C., although the actual fund sources may no longer mirror the current STP and CMAQ programs. Therefore, any reference to a specific fund source in the OBAG 2 programming serves as a proxy for replacement fund sources for which MTC has discretionary project selection and programming authority.

OBAG 2 programming capacity is based on apportionment rather than obligation authority. Because obligation authority (the amount actually received) is less than the apportionment level, there is typically a carryover balance from year to year of unfunded

commitments. MTC's current negative obligation authority imbalance is \$51 million, and has held steady the past few years as a result of the region's excellent delivery record. Successful project delivery has allowed MTC to capture additional, unused obligation authority (OA) from other states, enabling the region to deliver additional projects each year. Because this negative balance has held steady, there does not appear to be a need to true-up the difference at this time. MTC staff will continue to monitor this OA shortfall throughout the OBAG 2 period and make adjustments as necessary in the next round of programming.

2. Support Existing Programs:

Originally, the OBAG program was expected to face declining revenues from \$827 million in OBAG 1 to \$790 million in OBAG 2. Therefore, no new programs were introduced with OBAG 2 and the anticipated funding reduction was spread among the various transportation needs supported in OBAG 1. With the \$72 million in additional revenues from the FAST Act, funding for OBAG 2 increased to \$862 million.

The OBAG 2 program categories and commitments for the regional and county programs are outlined in Appendix A-1.

3. Support Plan Bay Area's Sustainable Communities Strategy by Linking OBAG Funding to Housing:

County Program Distribution Formula

OBAG 1's county distribution formula leveraged transportation dollars to reward jurisdictions that produce housing and accept housing allocations through the Regional Housing Need Allocation (RHNA) process. The formula also considered the share of affordable housing within housing production and RHNA allocations.

In OBAG 2, the county distribution formula is updated to use the latest housing data from the Association of Bay Area Government (ABAG). The formula is also based on housing over a longer time frame, considering housing production between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%) in order to mitigate the effect of the recent recession and major swings in housing permit approvals.

The OBAG 2 formula places additional emphasis on housing production and the share of affordable housing within both production and RHNA. The formula also expands the definition of affordable housing to include housing for moderate-income households in addition to low- and very low-income households. Furthermore, housing production is capped at the total RHNA allocation.

The distribution formula factors for OBAG 2 are detailed in the table below.

OBAG 2 County Distribution Formula Factors

	Population	Housing RHNA	Housing Production	Housing Affordability *
OBAG 2	50%	20%	30%	60%

*OBAG 2 housing affordability factor includes housing at the very low, low and moderate income levels which are weighted within both housing production and RHNA allocation.

The distribution formula is further adjusted to ensure that CMA base planning funds are no more than 50% of the total distribution for that county. The resulting proposed county program formula distributions are presented in Appendix A-2.

Priority Development Areas (PDAs)

OBAG 2 continues to support the SCS for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs).

- PDA Investment targets remain at OBAG 1 levels: 50% for the four North Bay counties and 70% for the remaining counties.
- PDA Investment and Growth Strategies should play a strong role in guiding the County CMA project selection and be aligned with the Plan Bay Area update cycle.

Priority Conservation Areas (PCAs)

OBAG 2 maintains the two separate Priority Conservation Area (PCA) programs as introduced in OBAG 1, with one program dedicating funding to the four North Bay counties and one competitive program for the remaining counties.

4. Continue Flexibility and Local Transportation Investment Decision Making:

OBAG 2 continues to provide the same base share of the funding pot (40%) to the county CMAs for local decision-making. The program allows CMAs the flexibility to invest in various transportation categories, such as Transportation for Livable Communities (TLC), bicycle and pedestrian improvements, local streets and roads preservation, and planning and outreach activities.

In addition to the base county program, two previously regional programs, Safe Routes to School and the Federal-Aid Secondary (rural roads), have been consolidated into the county program with guaranteed minimum funding amounts to ensure the programs continue to be funded at specified levels.

5. Cultivate Linkages with Local Land-Use Planning:

As a condition to access funds, local jurisdictions need to continue to align their general plans' housing and complete streets policies as a part of OBAG 2 and as separately required by state law.

Complete Streets Requirement

Jurisdictions must adopt a complete streets resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC, incorporating MTC's required complete streets elements as outlined in [MTC's Complete Streets Guidance](#).

Alternatively, to recognize local jurisdictions' efforts to update their general plan circulation element to incorporate the provisions of the 2008 Complete Streets Act in response to the provisions stated in OBAG 1, a jurisdiction may adopt a significant revision to the circulation element of the general plan that complies with the Act after January 1, 2010 and before the date the CMAs submit their OBAG 2 project recommendations to MTC.

The approach above focuses on the adoption of local complete streets resolutions, while acknowledging the jurisdictions that took efforts to update their circulation element in anticipation of future OBAG requirements.

Housing Element Requirement

Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016 in order to be eligible to receive OBAG 2 funding.

Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this requirement during the entire OBAG 2 funding period or risk deprogramming of OBAG 2 funding.

The complete streets and housing requirements are not required for jurisdictions with no general plan or land use authority such as Caltrans, CMAs or transit agencies under a JPA or district (not under the governance of a local jurisdiction). However, in such instances the jurisdiction in which the project is physically located must meet these requirements, except for transit/rail agency property such as, track, rolling stock or a maintenance facility.

Surplus Land Requirement

Cities and counties receiving funds through the County Program must adopt a surplus land resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC. The resolution must verify that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, as amended by AB 2135, 2014. MTC will issue guidance to assist cities and counties in drafting a resolution to meet this requirement. This guidance will be posted on the OBAG 2 website: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.

This requirement shall not apply to charter cities unless and until a final court decision is rendered that charter cities are subject to the provisions of the Act. In addition, the resolution is not required for public agencies with no general plan or land use authority.

6. Continue Transparency and Outreach to the Public Throughout the Process:

CMAAs will continue to report on their outreach process as part of their solicitation and selection of projects for OBAG. Each CMA will develop a memorandum addressing outreach efforts, agency coordination, distribution methodology and Title VI compliance. CMA reporting requirements are provided in Appendix A-10, the Checklist for CMA and Local Jurisdiction Compliance with MTC Resolution 4202.

PROGRAM CATEGORIES AND PROJECT LIST

Appendix A-1 outlines the OBAG 2 program categories and commitments.

Attachment B of Resolution 4202 contains the list of projects to be programmed under the OBAG 2 program. Attachments B-1 and B-2 list the projects receiving OBAG 2 funding through the regional programs and county programs respectively. The project lists are subject to project selection actions (conducted by MTC for most of the regional programs and by the CMAAs for the county programs and other funds distributed to them). MTC staff will update Attachments B-1 and B-2 as projects are selected or revised by the Commission and CMAAs and are included in the federal Transportation Improvement Program (TIP).

GENERAL PROGRAMMING POLICIES

The following programming policies apply to all projects funded in OBAG 2:

- 1. Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 4174. The Commission's adoption of the OBAG 2 program, including policy and procedures, meets the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities to comment have been provided to other stakeholders and members of the public.

Furthermore, investments made in the OBAG 2 program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when CMAAs select projects for funding at the county level, they must consider equitable solicitation and

selection of project candidates in accordance with federal Title VI requirements (as set forth in Appendix A-7).

- 2. Commission Approval of Programs and Projects and the Transportation Improvement Program (TIP).** Projects approved as part of the OBAG 2 program must be amended into the TIP. The federally-required TIP is a comprehensive listing of all San Francisco Bay Area surface transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is the project sponsor's responsibility to ensure their project is properly programmed in the TIP in a timely manner. Where CMAs are responsible for project selection, the Commission will revise the TIP to include the resulting projects and Attachment B to this Resolution may be updated by MTC staff to reflect these revisions. Where responsibility for project selection is assigned to MTC, TIP amendments and a revision to Attachment B to add or delete a project will be reviewed and approved by the Commission. Changes to existing projects in Attachment B may be made by MTC staff following approval of a related TIP revision.

- 3. Minimum Grant Size.** Funding grants per project must be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). The objective of a grant minimum requirement is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CMAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff.

To provide flexibility, an alternative averaging approach may be used. For this approach, a CMA may program grant amounts no less than \$100,000 for any project, provided that the overall average of all grant amounts within their County CMA Program meets the county minimum grant amount threshold. This lower threshold of \$100,000 also applies to Safe Routes to School projects, which are typically of smaller scale.

Furthermore, all OBAG 2 programming amounts must be rounded to thousands.

- 4. Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make a regional air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the update of the TIP. Non-exempt projects that are not incorporated in the current finding for the TIP will not be considered for funding in the OBAG 2 program until the development of a subsequent air quality finding for the TIP. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for fine particulate matter (PM_{2.5}). Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed Projects of Air Quality Concern (POAQC) must complete a hot-spot analysis as required by the Transportation Conformity Rule. Generally, POAQC are those projects that result in significant increases in, or concentrations of, emissions from diesel vehicles.

- 5. Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section § 15000 et seq.), and the National Environmental Protection Act (42 U.S.C. § 4321 et seq.) standards and procedures for all projects with federal funds.
- 6. Application and Resolution of Local Support.** Once a project has been selected for funding, project sponsors must submit a completed project application for each project through MTC's Funding Management System (FMS). The project application consists of two parts: 1) a project submittal and/or TIP revision request to MTC staff through FMS, and 2) a Resolution of Local Support approved by the project sponsor's governing board or council and submitted in FMS. A template for the Resolution of Local Support can be downloaded from the MTC website using the following link: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.
- 7. Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for OBAG 2 to ensure 1) eligibility; 2) consistency with the region's long-range plan; and 3) project readiness. In addition, project sponsors must adhere to directives such as the Complete Streets Requirements, Housing Element Requirements, and the Regional Project Funding Delivery Policy (MTC Resolution No. 3606), as outlined below, and provide the required matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.
- ▶ **Federal Project Eligibility:** STP is the most flexible source of federal funding, with a wide range of projects that may be considered eligible. Eligible projects include roadway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration), public transit capital improvements, pedestrian and bicycle facilities, transportation system management, transportation demand management, transportation control measures, mitigation related to an STP project, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in 23 U.S.C § 133 and at: <http://www.fhwa.dot.gov/map21/factsheets/stp.cfm>.
- CMAQ is a more targeted funding source. In general, CMAQ funds may be used for new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in an approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, new bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, and experimental

pilot projects. For more detailed information, refer to FHWA's revised guidance provided at: http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/.

MTC reserves the right to assign specific fund sources to projects based on availability and eligibility requirements. In the event that a new surface transportation authorization is enacted during implementation of OBAG 2 that materially alters these programs, MTC staff will work with the CMAs and project sponsors to match projects with appropriate federal fund programs.

- ▶ **RTP Consistency:** Projects funded through OBAG 2 must be consistent with the adopted Regional Transportation Plan (currently *Plan Bay Area*). Project sponsors must identify each project's relationship with meeting the goals and objectives of the RTP, including the specific RTP ID number or reference. RTP consistency will be verified by MTC staff for all OBAG 2 projects. Projects in the County program will also be reviewed by CMA staff prior to submitting selected projects to MTC.
- ▶ **Complete Streets Policy:** Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets Policy (MTC Resolution No. 3765) created a checklist that is intended for use on projects to ensure the accommodation of non-motorized travelers is considered at the earliest conception or design phase. The county CMAs ensure that project sponsors complete the checklist before projects are considered by the county for OBAG 2 funding and submitted to MTC. The CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions.

Related state policies include: Caltrans Complete Streets Policy Deputy Directive 64 R1, which stipulates pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products; and the California Complete Streets Act of 2008, which requires local agency general plan circulation elements to address all travel modes.

- ▶ **Project Delivery and Monitoring:** OBAG 2 funding is available in the following five federal fiscal years: 2017-18, 2018-19, 2019-20, 2020-21, and 2021-22. Funds may be programmed in any of these years, conditioned upon the availability of federal apportionment and obligation authority (OA), and subject to TIP financial constraint requirements. In addition, in order to provide uninterrupted funding to ongoing efforts and to provide more time to prepare for the effective delivery of capital projects, priority of funding for the first year of programming apportionment (FY 2017-18) will be provided to ongoing programs, such as regional and CMA planning, non-infrastructure projects, and the preliminary engineering phase of capital projects.

Specific programming timelines will be determined through the development of the Annual Obligation Plan, which is developed by MTC staff in collaboration with the Bay Area Partnership technical working groups and project sponsors. Once programmed in the TIP, the funds must be obligated by FHWA or transferred to the Federal Transit Administration (FTA) within the federal fiscal year the funds are programmed in the TIP. Additionally, all OBAG 2 funds must be obligated no later than January 31, 2023.

Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy (MTC Resolution No. 3606 and any subsequent revisions). All funds are subject to obligation, award, invoicing, reimbursement and project close-out requirements. The failure to meet these deadlines may result in the de-programming and redirection of funds to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of OBAG 2 funding is required to identify and maintain a staff position that serves as the single point of contact (SPOC) for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the TIP, and to notify MTC immediately when the position contact has changed. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate, if requested, in a consultation meeting with the county CMA, MTC and Caltrans prior to MTC approving future programming or including any funding revisions for the agency in the TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

By applying for and accepting OBAG 2 funding, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the project-funding timeframe.

- Funding Exchange: Sometimes federal funds may not be the best fit for projects being implemented to meet plan and program goals and objectives. In such cases, federal OBAG funding may be exchanged with non-federal funds. MTC staff will work with the

CMAs when such opportunities arise. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331) and the locally-funded project must be included in the federal TIP.

- ▶ Local Match: Projects funded with STP or CMAQ funding require a non-federal local match. Although local match requirements are subject to change, the current local match requirement for STP and CMAQ funded projects in California is 11.47% of the total project cost, with FHWA providing up to 88.53% of the total project cost through reimbursements. For capital projects, sponsors that fully fund the project development or Preliminary Engineering (PE) phase with non-federal funds may use toll credits in lieu of a match for the construction phase. For these projects, sponsors must still meet all federal requirements for the PE phase.
- ▶ Fixed Program and Specific Project Selection: Projects are chosen for the program based on eligibility, project merit, and deliverability within established deadlines. The OBAG 2 program is project-specific and the funds programmed to projects are for those projects alone.

The OBAG 2 program funding is fixed at the programmed amount; therefore, any project cost increases may not be covered by additional OBAG 2 funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project, including contingencies.

- 8. Regional STP/CMAQ Exchanges.** It is often difficult for smaller regions to fully utilize their federal funds and deliver projects through the federal-aid process. This can place these more rural regions in conflict with state and federal timely use funds provisions, such as Sections 182.6 and 182.7 of the State Streets and Highways Code which require federal apportionment to be secured (obligated) within three years of federal eligibility, or when Congress enacts rescissions of unobligated funds. The SF Bay Area region is often in the opposite situation – more projects are ready for delivery than funds available each year.

Regions also find themselves in situations where a project or activity is ineligible for a certain federal fund source such as CMAQ, and may require STP, while another region can easily use either fund source.

To avoid the lapsing of funds and address these funding issues, regions may enter into exchange agreements, where older unused STP/CMAQ funds subject to lapse or rescission from one region are “exchanged” with future funds from a region that can use the funds by the deadline. Or a simple fund source exchange is needed. Such exchanges benefit both regions by avoiding the loss of funds in one region, while another region can advance projects that may be stalled due to a lack of eligible funding.

To facilitate such exchanges, the MTC Executive Director or designee is hereby authorized to sign letters of understanding with other regions for the exchange of STP/CMAQ funds with the following conditions and limitations.

- The exchange does not negatively impact the delivery of regional STP/CMAQ projects.
- The amount exchanged does not exceed \$2 million per region per year.
- The exchange is a dollar for dollar exchange.
- The exchange is allowed under Caltrans' obligation authority management policy.
- The Letter of Understanding can be executed in time for the MTC to secure the funds prior to any lapse or rescission.
- If any timely use of funds deadlines or Caltrans processes are not met in time and therefore result in the loss of apportionment balance, MTC's apportionment shall not be negatively affected and the Letter of Understanding is null and void.

Exchanges beyond these conditions and limitations may be approved by a standing Committee of the Commission.

REGIONAL PROGRAMS

The programs below comprise the OBAG 2 Regional Programs, managed by MTC. Funding amounts for each program are included in Appendix A-1. Individual projects will be added to Attachment B-1 and B-2 as they are selected and included in the federal TIP.

1. Regional Planning Activities

This program provides funding to support regional planning and outreach activities.

Appendix A-3 details the funding amounts and distribution for planning and outreach activities.

2. Pavement Management Program

This continues the region's acclaimed Pavement Management Program (PMP) and related activities including the Pavement Technical Assistance Program (PTAP), training, and regional and statewide local streets and roads needs assessment. MTC provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems which is a requirement to receive certain funding. MTC also assists local jurisdictions in conducting associated data collection and analysis efforts including local roads needs assessments and inventory surveys and asset management analysis that feed into regional planning efforts. MTC provides, training, research and development of pavement and non-pavement preservation management techniques, and participates in the statewide local streets and roads needs assessment effort.

To support the collection and analysis of local roads asset conditions for regional planning efforts and statewide funding advocacy, and to be eligible for OBAG 2 funding for local streets and roads, a jurisdiction must:

- Have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed); and
- Fully participate in the statewide local streets and road needs assessment survey (including any assigned funding contribution); and

- Provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed).

3. Regional Priority Development Area (PDA) Planning & Implementation

Funding in this program implements the following:

Regional PDA Planning and Implementation: The PDA Planning Program places an emphasis on intensifying land uses at and near transit stations and along transit corridors in PDAs. The key goals of the program are to: increase supply of affordable and market rate housing, jobs and services within the PDA planning area; boost transit ridership and thereby reduce vehicle miles traveled by PDA residents, employees and visitors; increase walking and bicycling by improving multi-modal access and effectively managing parking; and locate key services and retail within the PDA planning area. Funding is available for regional planning and implementation efforts and grants to jurisdictions to provide PDA planning support, and typically fund specific plans and programmatic Environmental Impact Reports. PDA plans funded through the program focus on a range of transit-supportive elements including market demand analysis, affordable housing strategies, multi-modal connectivity including pedestrian-friendly design standards, parking demand analysis, infrastructure development, implementation planning and financing strategies and implementation of the best practices identified in the Air District's Planning Healthy Places guidelines.

The PDA Planning Program will give priority to cities with high risk of displacement in order to support the development of local policies and programs to meaningfully address identified housing issues.

Community-Based Transportation Planning: A portion of this program will be dedicated to the Community-Based Transportation Planning (CBTP) grant program. These locally-led plans address the mobility needs of low-income households in the region's 35 Communities of Concern. Grant funds will be used to update CBTPs that are in many cases more than 10 years old.

Naturally Occurring Affordable Housing (NOAH): Consistent with the OBAG 2 framework and PDA Planning Program, a NOAH revolving loan fund will be established as a complement to the existing TOAH loan products for new construction. NOAH loans would be used to buy apartment buildings to create long-term affordability where displacement risk is high and to secure long-term affordability in currently subsidized units that are set to expire. NOAH investments will be made in PDAs or Transit Priority Areas.

4. Climate Initiatives Program

The purpose of the OBAG 2 Climate Initiatives Program is to support the implementation of strategies identified in Plan Bay Area to achieve the required CO₂ emissions reductions per SB375 and federal criteria pollutant reductions. Investments focus on projects and programs with effective greenhouse gas emission reduction results.

Spare the Air Youth: A portion of the Climate Initiatives program would be directed to the implementation of Spare the Air Youth program.

5. Regional Active Operational Management

This program is administered at the regional level by MTC to actively manage congestion through cost-effective operational strategies that improve mobility and system efficiency across freeways, arterials and transit modes. Funding continues to be directed to evolving MTC operational programs such as next generation 511, Freeway Service Patrol (FSP), incident management program, managed lanes and regional rideshare program. Funding will also be directed to new initiatives such as the Columbus Day Initiative that deploys advanced technologies and Transportation Management Systems that ensures the existing and new technology infrastructure is operational and well-maintained.

Columbus Day Initiative

The Columbus Day Initiative (CDI) builds on the proven success of its predecessor program (the Freeway Performance Initiative), which implemented traditional fixed time-of-day freeway ramp metering and arterial signal timing projects that achieved significant delay reduction and safety on Bay Area freeways and arterials at a fraction of the cost of traditional highway widening projects. The CDI aims to deliver cost-effective, technology-driven operational improvement projects such as, adaptive ramp metering, hard shoulder running lanes, queue warning signs, connected vehicle technologies, shared mobility technologies, and regional arterial operations strategies. Projects would target priority freeway and arterial corridors with significant congestion. Funding for performance monitoring activities and corridor studies is included to monitor the state of the system and to identify and assess the feasibility of operational strategies to be deployed.

Transportation Management Systems

This program includes the operations and management of highway operations field equipment; critical freeway and incident management functions; and Transportation Management Center (TMC) staff resources needed to actively operate and maintain the highway system.

Bay Bridge Forward Project

As part of the overall OBAG 2 framework, this project encompasses the implementation of several near-term, cost-effective operational improvements that offer travel time savings, reliability and lower costs for carpooling and bus/ferry transit use to increase person throughput and reduce congestion, incidents, and emissions in the San Francisco-Oakland Bay Bridge corridor.

6. Transit Priorities Program

The objective of the Transit Priorities Program is to assist transit operators to fund major fleet replacements, including the BART Car Replacement Phase 1 project, fixed guideway rehabilitation and other high-scoring capital needs, including replacement of Clipper equipment and development of Clipper 2.0, that are consistent with MTC's Transit Capital Priorities policy for programming federal transit funds (MTC Resolution 4140 or successor resolution).

The program also implements elements of the Transit Sustainability Project by making transit-supportive investments in major transit corridors that can be carried out within two years

through the Transit Performance Initiative (TPI). The focus of TPI is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, boarding/stop improvements and other improvements to improve the passenger experience.

7. Priority Conservation Area (PCA) Program

The Priority Conservation Area (PCA) Program provides funding for the development of plans and projects to assist in the preservation and enhancement of rural lands. Specifically, projects must support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands and open space amidst a growing population across the Bay Area, for residents and businesses. The PCA program includes one approach for the North Bay counties (Marin, Napa, Solano, and Sonoma) and a second approach for the remaining five counties.

In the North Bay, each of the four CMAs will take the lead to develop a county-wide program, building on PCA planning conducted to date to select projects for funding.

For the remaining counties, MTC will partner with the Coastal Conservancy, a California State agency, to program the PCA funds. MTC will provide federal funding which will be combined with the Coastal Conservancy's own program funds in order to support a broader range of projects (i.e. land acquisition and easement projects) than can be accommodated with federal transportation dollars alone. The Coastal Conservancy, MTC, and ABAG staff will cooperatively manage the call for proposals.

The minimum non-federal match required for PCA-program funding is 2:1.

As a part of the update to *Plan Bay Area*, MTC is exploring implementing a Regional Advance Mitigation Planning (RAMP) Program. RAMP would mitigate certain environmental impacts from multiple planned transportation projects, rather than mitigating on a less-efficient per-project level. Partnering arrangements can be established to leverage multiple fund sources in order to maximize benefits of the RAMP and PCA programs. As such, PCA funds may be used to deliver net environmental benefits to a RAMP program project.

In instances where federal funds may not be used for this purpose, sponsors may exchange OBAG 2 funds with eligible non-federal funds. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331).

Appendix A-9 outlines the framework for this program including goals, project screening, eligibility, eligible sponsors, and project selection.

8. Housing Production Incentive

As part of the OBAG 2 framework, MTC developed a challenge grant program for the production and preservation of affordable housing. The purpose of the program is to reward local jurisdictions that produce the most housing units at the very low, low, and moderate income levels.

The funds provided for the HIP program through OBAG 2 would be STP/CMAQ, and would need to be used only for federally-eligible transportation purposes. Additional funds may be added outside of OBAG 2 to increase the size of the challenge grant program.

9. Safe and Seamless Mobility Quick-Strike

The Safe and Seamless Mobility Quick-Strike program is a regional, competitive grant program to fund projects that can be implemented quickly to benefit communities. The program emphasizes bicycle/pedestrian safety and mobility, transit and transit access improvements, connected mobility, advancing equitable mobility, or other near-term strategies to advance transit recovery and connected mobility.

Appendix A-11 outlines the framework for this program including program focus areas, project eligibility, evaluation criteria, and the project nomination and selection process.

10. Regional Strategic Initiatives

The Regional Strategic Initiatives program reflects regional funding commitments to projects not captured in the original OBAG 2 framework as well as projects funded through unspent STP/CMAQ balances from prior cycles and various funding exchanges.

COUNTY PROGRAMMING POLICIES

The policies below apply to the programs managed by the county Congestion Management Agencies (CMAs) or substitute agency:

- ▶ Program Eligibility: The CMA, or substitute agency, may program funds from its OBAG 2 county fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:
 - Planning and Outreach Activities
 - Local Streets and Roads Preservation
 - Bicycle and Pedestrian Improvements
 - Transportation for Livable Communities
 - Safe Routes To School
 - Priority Conservation Areas
 - Federal Aid Secondary (FAS) Improvements

- Fund Sources & Formula Distribution: OBAG 2 is funded primarily from two federal fund sources: STP and CMAQ. The CMAs will be provided a breakdown of specific OBAG 2 fund sources, with the understanding that actual fund sources are subject to change. Should there be significant changes to federal fund sources, MTC staff will work with the CMAs to identify and realign new fund sources with the funding commitments approved by the Commission. Furthermore, due to strict funding availability and eligibility requirements, the CMAs must adhere to the fund source limitations provided. Exceptions may be granted by MTC staff based on actual fund source availability and final federal apportionment levels.

Consistent with OBAG 1, 60% of available OBAG 2 funding is assigned to Regional Programs and 40% assigned to the base County CMA Programs. The Safe Routes to School (SRTS) and Federal Aid Secondary (FAS) programs augment the county base funding, bringing the final proportionate share to 55% regional and 45% county. The Base county funds (SRTS & FAS have their own formula distribution) are distributed to each county based on the OBAG 2 county distribution formula (see page 3). Counties are further guaranteed that the funding amount for planning purposes will not exceed 50% of their total distribution. This results in the county of Napa receiving additional funding. This planning guarantee clause results in a slight deviation in the final OBAG 2 fund distribution for each county. The base County CMA Program fund distribution after the planning guarantee adjustment is shown in Appendix A-2.

- Priority Development Area (PDA) Policies
 - PDA minimum investment: CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) shall direct at least 70% of their OBAG 2 investments to PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) this minimum target is 50% to reflect the more rural nature of these counties. CMA planning and outreach costs partially count towards PDA minimum investment targets (70% or 50%, in line with each county's PDA minimum investment target). The guaranteed minimum for Priority Conservation Area (PCA), Safe Routes to School (SRTS), and Federal Aid Secondary (FAS) do not count towards PDA targets. The PDA/non-PDA funding split is shown in Appendix A-2.
 - PDA boundary delineation: Refer to http://gis.mtc.ca.gov/interactive_maps/ which provides a GIS overlay of the PDAs in the Bay Area to exact map boundaries including transportation facilities. This map is updated as ABAG approves new PDA designations.
 - Defining proximate access to PDAs: The CMAs may determine that a project located outside of a PDA provides proximate access to the PDA, and thus counts towards the county's minimum PDA investment target. The CMA is required to map these projects along with the associated PDA(s) and provide a policy justification for designating the project as supporting a PDA through

proximate access. This information should assist decision makers, stakeholders, and the public in evaluating the impact of the investment on a nearby PDA, to determine whether or not the investment should be credited towards the county's PDA minimum investment target. This information must be presented for public review when the CMA board acts on OBAG programming decisions.

- PDA Investment & Growth Strategy: Updates to each county's PDA Investment & Growth Strategy are required every four years and must be adopted by the CMA Board. The updates should be coordinated with the countywide plan and Regional Transportation Plan (RTP) updates to inform RTP development decisions. Interim status reports are required two years after each update to address needed revisions and provide an activity and progress status. The interim status report required for 2019 will be satisfied through a collaborative effort between the CMAs and MTC. See Appendix A-8 for details.
- Project Selection: County CMAs or substitute agencies are given the responsibility to develop a project selection process. The process should include solicitation of projects, identifying evaluation criteria, conducting outreach, evaluating project applications, and selecting projects.
 - Public Involvement: In selecting projects for federal funding, the decision making authority is responsible for ensuring that the process complies with federal statutes and regulations. In order to ensure that the CMA process for administering OBAG 2 is in compliance with federal regulations, CMAs are required to lead a public outreach process as directed by Appendix A-7.
 - CMAs must adopt a specific scoring methodology for funding allocation to projects within PDAs or Transit Priority Areas (TPAs) that rewards jurisdictions with the most effective housing anti-displacement policies.
 - MTC and the CMAs will conduct an analysis of the impact of this incentive-based scoring methodology on project selection and local anti-displacement and affordable housing production policy development. The findings will be used to inform future planning and funding priorities.
 - Unified Call for Projects: CMAs are requested to issue one unified call for projects for their OBAG 2 program. Final project lists are due to MTC by July 31, 2017, with all associated project information submitted to MTC using the Fund Management System (FMS) by August 31, 2017. On a case-by-case basis and as approved in advance by MTC staff, these deadlines may be waived to allow coordination with other county-wide call for projects or programming needs. The goal is to coordinate the OBAG2 call for projects, and provide project sponsors the maximum time to deliver projects.

- Project Programming Targets and Delivery Deadlines: CMAs must program their block grant funds over the OBAG 2 period (FY 2017-18 through FY 2021-22). In general, the expectation is that on-going activities such as CMA planning, non-infrastructure projects and the Preliminary Engineering (PE) phase of projects would use capacity in the first year, followed by the capital phases of project in later years.
- OBAG 2 funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606, or its successor) including the deadlines for Request for Authorization (RFA) submittal and federal authorization/obligation. Additionally, the following funding deadlines apply for each county, with earlier delivery strongly encouraged:
 - At least half of the OBAG 2 funds, must be obligated (federal authorization/FTA Transfer) by January 31, 2020.
 - All remaining OBAG 2 funds must be obligated by January 31, 2023.
- ▶ Performance and Accountability Policies: Jurisdictions need to comply with the following policies, as well as other requirements noted in the document, in order to be eligible recipients of OBAG 2 funds.
 - Adopt a complete streets resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC, incorporating MTC's required complete streets elements as outlined in [MTC's Complete Streets Guidance](#).

Alternatively, to recognize local jurisdiction's efforts to update their general plan circulation element to incorporate the provisions of the 2008 Complete Streets Act in response to the provisions stated in OBAG 1, a jurisdiction may adopt a significant revision to the circulation element of the general plan that complies with the Act after January 1, 2010.

For compliance, a substantial revision of the circulation element, passed after January 1, 2010, shall "...plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan," while complying with the other provisions of CA Government Code Section 65302 and Complete Streets Act of 2008.

The approach above focuses on the adoption of local complete streets resolutions, while acknowledging the jurisdictions that took efforts to update their circulation element in anticipation of future OBAG requirements.

 - Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing

elements certified by HCD by June 30, 2016 in order to be eligible to receive OBAG 2 funding.

- Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this statute during the entire OBAG 2 funding period or risk deprogramming of OBAG 2 funding.
- General law cities and counties must adopt a surplus land resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC. The resolution must verify that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, as amended by AB 2135, 2014. MTC will issue guidance to assist cities and counties in drafting a resolution to meet this requirement. This guidance will be posted on the OBAG 2 website: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.

Charter cities do not have to adopt a surplus land resolution unless and until a final court decision is rendered that charter cities are subject to the provisions of the Act.

- For jurisdictions with local public streets and roads, to be eligible for OBAG 2 funding, the jurisdiction must:
 - Have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed);
 - Fully participate in the statewide local streets and road needs assessment survey; and
 - Provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed).
- For a transit agency project sponsor under a Joint Powers Authority (JPA) or district (not under the governance of a local jurisdiction), or an agency where housing and complete streets policies do not apply, the jurisdiction where the project is located (such as station/stop improvements) will need to comply with the policies and other requirements specified in this attachment before funds may be programmed to the project sponsor. However, this is not required if the project is transit/rail agency property such as, track, rolling stock or a transit maintenance facility.
- OBAG 2 funds may not be programmed to any jurisdiction out of compliance with the policies and other requirements specified in this attachment.

- The CMA will be responsible for tracking progress towards all OBAG 2 requirements and affirming to MTC that a jurisdiction is in compliance prior to MTC programming OBAG 2 funds to its projects in the TIP.

CMAs will provide the following prior to programming projects in the TIP (see Appendix A-10):

- Documentation of the approach used to select OBAG 2 projects including outreach efforts, agency coordination, Title VI compliance, the methodology used for distributing funds within the county, and the specific scoring methodology used for allocating funds to projects within PDAs or TPAs that rewards local jurisdictions with the most effective housing anti-displacement policies;
- The board adopted list of projects recommended for OBAG 2 funding;
- Self-certification that all projects recommended for funding are consistent with the current RTP (including documentation) and have completed project-specific Complete Streets Checklists (including documentation);
- Identification of the Single-Point of Contact assigned by the jurisdiction for all FHWA-funded projects, including OBAG 2 projects;
- Documentation of local jurisdiction compliance with MTC's Complete Streets Policy, including a list of the status of each jurisdiction, a letter from the CMA for each jurisdiction describing how the jurisdiction meets the policy requirements, and supporting documentation for each local jurisdiction (resolutions and/or circulation elements)
- Documentation of local jurisdiction compliance with MTC's Housing Element requirements, including a list of the status of each jurisdiction's Annual Housing Element Progress Report as well as any supporting documentation for each jurisdiction (progress reports and copies of submittal letter to HCD). This documentation will be required annually from CMAs (April 30 each year) throughout the OBAG 2 programming period;
- Documentation of compliance with the State's Surplus Land Act requirements, for each applicable jurisdiction (copy of adopted resolution).
- Documentation for any projects recommended for funding that apply toward the county's minimum PDA investment target. This includes mapping of all mappable projects (projects with a physical location). For projects that are not physically located within a PDA, the CMA is required to map each project along with the associated PDA(s) and provide a policy justification for designating each project as supporting a PDA through proximate access. CMAs must also document that this

- information was used when presenting its program of projects to their board and the public; and
- Self-certification that the PDA Investment and Growth Strategy has been completed and adopted by the CMA Board, or will be adopted in coordination with the RTP update. The interim progress report requirement for 2019 will be satisfied through a collaborative effort between the CMAs and MTC. Documentation of subsequent required updates and interim progress reports must also be submitted by the CMAs throughout the OBAG 2 period.

COUNTY PROGRAMS

The categories below comprise the eligible OBAG 2 County Programs, administered by the nine county CMAs. The CMAs should ensure that the project selection process and selected projects meet all eligibility requirements throughout this document as well as in federal statutes and regulations. MTC staff will work with CMAs and project sponsors to resolve any eligibility issues which may arise, including air quality conformity exceptions and requirements.

County CMA Program

The base OBAG 2 County program accounts for 40% of the total funding available through OBAG 2 and is distributed to each county according to the OBAG 2 county formula after accounting for the CMA Planning minimum guarantee (see Appendices A-2 and A-3). This program includes CMA planning and outreach as well as the various projects selected through each county's competitive call for projects. Projects selected through the base county program are subject to the PDA investment minimum requirements.

1. CMA Planning and Outreach

This category provides funding to the county Congestion Management Agency (CMA) or substitute agency to support programming, monitoring and outreach activities. Such efforts include, but are not limited to: county-based planning efforts for development of the RTP/Sustainable Communities Strategy (SCS); development of PDA growth strategies; development and implementation of a complete streets compliance protocol; establishing land use and travel forecasting process and procedures consistent with ABAG/MTC; ensuring the efficient and effective delivery of federal-aid local projects; and undertaking the programming of assigned funding and solicitation of projects.

The minimum funding level for the CMA planning and outreach program continues OBAG 1 commitments by escalating FY 2016-17 amounts at 2% per year. In addition, counties are guaranteed that the base funding level for the CMA's planning and outreach program will not exceed 50% of the county's total OBAG 2 County Program distribution. Actual CMA planning and outreach amounts for each county, are shown in Appendix A-3.

At their discretion, the CMAs may choose to designate additional funding from their County Program to augment their planning and outreach efforts.

All funding and activities will be administered through an interagency agreement between MTC and the respective CMA.

2. Local Streets and Roads Preservation

This category is for the preservation of local streets and roads on the federal-aid system. To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction must have a certified Pavement Management Program (StreetSaver® or equivalent). In addition, selected pavement projects should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. This requirement ensures that streets selected for investment are cost effective. MTC is responsible for verifying the certification status of jurisdictions. The current certification status of area jurisdictions can be found at <http://www.mtc.ca.gov/services/pmp/>.

Furthermore, to support the collection and analysis of local roads asset conditions for comprehensive regional planning efforts and statewide funding advocacy, a jurisdiction must fully participate in the statewide local streets and road needs assessment survey to be eligible for OBAG 2 funding for pavement rehabilitation.

Eligibility requirements for specific project types are included below:

► **Pavement Rehabilitation:**

All pavement rehabilitation projects, including projects with pavement segments with a Pavement Condition Index (PCI) below 70, must be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP.

► **Preventive Maintenance:**

Only projects where pavement segments have a PCI of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's PMP must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

► **Non-Pavement:**

Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as bridge structures, storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements and features that bring the facility to current standards. Jurisdictions must have a certified PMP to be eligible to receive funding for improvements to non-pavement features.

Activities that are not eligible for funding include: Air quality non-exempt projects (unless granted an exception by MTC staff), new roadways, roadway extensions, right of way acquisition for future expansion, operations, routine maintenance, spot application, enhancements that are

above and beyond repair or replacement of existing assets (other than bringing roadway to current standards or implementing compete streets elements) and any pavement application not recommended by the PMP unless otherwise allowed above.

Federal-Aid Eligible Facilities: Federal-aid highways as defined in 23 U.S.C. 101(a)(6) are eligible for local streets and roads preservation funding. A federal-aid highway is a public road that is not classified as a rural minor collector or local road (residential) or lower. Project sponsors must confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding.

3. Bicycle and Pedestrian Improvements

This category funds a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities; cycle tracks; bicycle education, outreach, sharing and parking; sidewalks, ramps, pathways and pedestrian bridges; user safety and supporting facilities; and traffic signal actuation. Bicycle and pedestrian projects may be located on or off the federal-aid highway system.

Additional eligibility requirements will apply to bicycle and pedestrian projects that are funded with CMAQ funds rather than STP funds, given the more limited scope of the CMAQ funding program. According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and should reduce vehicle trips resulting in air pollution reductions. Also, the hours of operation need to be reasonable and support bicycle/pedestrian needs, particularly during commute periods. For example, the policy that a trail be closed to users before sunrise or after sunset may limit users from using the facility during the portions of peak commute hours, particularly during times of the year with shorter days.

4. Transportation for Livable Communities

The purpose of Transportation for Livable Communities (TLC) projects is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, high-density neighborhoods, and transit corridors; enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes rather than the single-occupant automobile.

General project categories include the following:

- Transit station improvements such as plazas, station access, pocket parks, and bicycle parking.
- Transit expansions serving PDAs.
- Complete Streets improvements that improve bicycle and pedestrian access and encourage use of alternative modes.
- Cost-effective, technology-driven active operational management strategies for local arterials and for highways when used to augment other fund sources or match challenge grants.
- Transportation Demand Management (TDM) projects including car sharing, vanpooling traveler coordination and information, and Clipper®-related projects.

- Transit access projects connecting high density housing/jobs/mixed land use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit, such as bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossing and signals, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refuges, wayfinding signage, tree grates, bollards, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on-site storm water management, permeable paving, and pedestrian-scaled street furniture including bus shelters, benches, magazine racks, garbage and recycling bins.
- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community. Examples include the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals; individualized travel training and trip planning activities for customers; the development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and the operation of transportation brokerages to coordinate providers, funding agencies and passengers. Selected project sponsors may need to transfer the STP/CMAQ funds received to FTA.
- PDA planning and implementation, including projects that incentivize local PDA transit oriented development housing (within funding eligibility limitations unless exchanged).
- Density incentives projects and non-transportation infrastructure improvements that include density bonuses, sewer upgrade, land banking or site assembly (these projects require funding exchanges to address federal funding eligibility limitations).

Activities that are not eligible for funding include: air quality non-exempt projects (unless granted an exception by MTC staff), new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

Additional County Programs

In addition to the base County CMA Program, OBAG 2 directs additional funds to the CMAs to distribute to eligible project types. These programs are the Safe Routes to School (SRTS) program, the Federal Aid Secondary Shares Continuation (FAS) program, and for the North Bay Counties, the Priority Conservation Area (PCA) program.

1. Safe Routes to School

Eligible projects for the Safe Routes to School (SRTS) program include infrastructure and non-infrastructure projects that facilitate reduction in vehicular travel to and from schools. It is important to note that this program is funded exclusively by the CMAQ funding program. Given

the intent of the CMAQ program to reduce vehicular emissions, the OBAG 2 SRTS program is targeted towards air quality improvement rather than the health or safety of school-aged children. Despite this limitation, project eligibility under CMAQ largely overlaps with typical eligibility requirements for Safe Routes to School programs. Detailed examples of eligible projects are provided below:

Eligible Non-Infrastructure Projects

Public Education and Outreach Activities

- Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices
- Activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, and any other activities that help forward less-polluting transportation options
- Air quality public education messages: Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely
- Non-construction outreach related to safe bicycle use
- Travel Demand Management (TDM) activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.

Eligible Infrastructure Projects

- Constructing bicycle and pedestrian facilities (paths, sidewalks, bike racks, support facilities, etc.), that are not exclusively recreational and reduce vehicle trips
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas
- New construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest
- Traffic calming measures

Exclusions found to be ineligible uses of CMAQ funds

- Walking audits and other planning activities (Upon the CMA's request and availability of funds, STP funds will be provided for these purposes)
- Crossing guards, vehicle speed feedback devices, and traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians
- Material incentives that lack an educational message or exceed a nominal cost

Within the SRTS program, funding is distributed among the nine Bay Area counties based on K-12 total enrollment for private and public schools as reported by the California Department of Education for FY 2013-14 (see Appendix A-5). SRTS funding distributed to CMAs based on enrollment is not subject to the PDA minimum investment requirements. However, if a CMA

chooses to augment the SRTS program with additional funding from their base OBAG 2 County CMA program, this additional funding is subject to the PDA minimum investment requirements.

Before programming projects into the TIP, the CMAs shall provide the SRTS projects, recommended county program scope, budget, schedule, agency roles, and federal funding recipient(s).

In programming the funds in the TIP, project sponsors may consider using non-federal funds to fund SRTS activities ineligible for federal funding. In such instances, the sponsor is allowed to use toll credits for the federal project, conditioned upon a minimum of 11.47% in non-federal funds being dedicated for SRTS activities. Separate accounting of a federalized project and a non-federalized project to fund a single program can be challenging, so care should be taken when using this option.

CMAs with an established SRTS program may choose to program local funds for SRTS projects in lieu of OBAG 2 funds and use the OBAG 2 funding for other eligible OBAG 2 projects. In such instances the local SRTS project(s) must be identified at the time the CMA submits the county OBAG 2 program to MTC and subsequently programmed in the federal TIP.

2. Federal Aid Secondary (FAS) Shares

The Federal Aid Secondary (FAS) program, which directed funding to rural roads, was eliminated in 1991 with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA). However, California statutes provide for the continuation of minimum funding levels to counties, guaranteeing their prior FAS shares for rural county roads.

The county CMAs are required to ensure the counties receive their guaranteed annual funding through the CMA-managed OBAG county program. The county of San Francisco has no rural roads, and therefore does not receive FAS funding. In addition, the counties of Marin, Napa, and San Mateo may exchange their annual guaranteed FAS funding with state funding from Caltrans, as permitted by state statute. Caltrans takes these federal funds "off the top" before distributing regional STP funds to MTC. The CMAs for these three counties are not required to provide FAS guaranteed funding to these three counties for years in which these counties request such an exchange, as the statutory requirement is met through this exchange with Caltrans.

Counties may access their FAS funding at any time within the OBAG 2 period for any project eligible for STP funding. Guaranteed minimum FAS funding amounts are determined by California's Federal-Aid Secondary Highways Act (California Code § 2200-2214) and are listed in Appendix A-4. This FAS funding is not subject to the minimum PDA investment requirement. Any additional funding provided by the CMAs to the counties from the OBAG 2 county base formula distribution is subject to the minimum PDA investment requirements.

3. Priority Conservation Area (PCA)

The Priority Conservation Area (PCA) Program provides funding for the development of plans and projects to assist in the preservation and enhancement of rural lands and open space. Generally, eligible projects include PCA planning activities, bicycle and pedestrian access to open space and parklands, visual enhancements and habitat/environmental enhancements.

Specifically, projects must support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands amidst a growing population across the Bay Area, for residents and businesses.

Land acquisition for preservation purposes is not federally eligible, but may be facilitated through CMA-initiated funding exchanges.

The PCA funding program includes one approach for the North Bay program (Marin, Napa, Solano, and Sonoma) and a second for the remaining five counties. In the North Bay, each CMA will receive dedicated funding, lead a county-wide program building on PCA planning conducted to date, and select projects for funding. For the remaining counties, MTC will partner with the Coastal Conservancy, a California State agency, to program the PCA funds. Appendix A-9 outlines the framework for this program including goals, project screening eligibility, eligible sponsors, and project selection.

Any CMA may use additional funding from its base OBAG 2 County Program to expand its dedicated PCA program (North Bay counties), augment grants received from the regionally competitive PCA program (remaining counties), or develop its own county PCA program (all counties).

The North Bay program framework is to be developed by the four North Bay CMAs, building upon their PCA planning and priorities carried out to date. Project eligibility is limited by the eligibility of federal surface transportation funding; unless the CMA can exchange these funds or leverage new fund sources for their programs.

As a part of the update to *Plan Bay Area*, MTC is exploring implementing a Regional Advance Mitigation Planning (RAMP) Program. RAMP would mitigate certain environmental impacts from multiple planned transportation projects, rather than mitigating on a less-efficient per-project level. Partnering arrangements can be established to leverage multiple fund sources in order to maximize benefits of the RAMP and PCA programs. As such, PCA funds may be used to deliver net environmental benefits to a RAMP program project.

In instances where federal funds may not be used for this purpose, sponsors may exchange OBAG 2 funds with eligible non-federal funds. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331).

Attachment B-1

MTC Resolution No. 4202

OBAG 2 Regional Programs

FY 2017-18 through FY 2021-22

January 2021

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$503,583,781	\$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			
Pavement Management Program	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$250,000	
2. PAVEMENT MANAGEMENT PROGRAM	TOTAL:	\$9,250,000	
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation			
PDA Implementation	MTC	\$2,000,000	
PDA Supportive Studies	MTC	\$500,000	
PDA Planning			
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	MTC	\$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	MTC	\$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	MTC	\$140,000	
San Rafael: Downtown Precise Plan	MTC	\$500,000	
San Francisco: HUB Area EIR	MTC	\$500,000	
San Francisco: Transit Corridors Study	MTC	\$500,000	
San Jose/VTA: Diridon Integrated Station Area Concept Plan	MTC	\$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	MTC	\$500,000	
Vacaville: Downtown Specific Plan	MTC	\$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	MTC	\$800,000	
Staffing Assistance			
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Mngmt	MTC	\$180,000	
Fremont: SB743 Implementation	MTC	\$150,000	
Hayward: SB743 Implementation	MTC	\$150,000	
Oakland: ADU Initiative	MTC	\$200,000	
Oakland: Innovative Construction Initiative	MTC	\$200,000	
Concord: VMT-based Transportation Impact Standards	MTC	\$150,000	
Concord: Galindo Street Corridor Plan	MTC	\$200,000	
Lafayette: Updated Parking Ordinance and Strategies	MTC	\$150,000	
San Jose: PDA/Citywide Design Guidelines	MTC	\$200,000	
Windsor: Parking Management and Pricing	MTC	\$35,000	
Technical Assistance			
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	
4. CLIMATE INITIATIVES	TOTAL:	\$23,417,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
Active Operational Management			
AOM Implementation	MTC	\$23,737,000	
Bay Area 511 Traveler Information			

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

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			
511 Next Gen	MTC	\$503,583,781	\$59,121,219
511 Implementation	MTC	\$26,148,000	
		\$7,450,000	
Rideshare			
Rideshare Implementation	MTC	\$720,000	
Carpool Program	MTC	\$7,280,000	
Vanpool Program	MTC	\$2,000,000	
Commuter Benefits Implementation	MTC	\$674,000	
Commuter Benefits Program	MTC	\$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)	MTC/NVTA		\$1,100,000
Bay Bridge Forward			
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	AC Transit	\$800,000	
Eastbay Commuter Parking	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat	\$2,000,000	
Dumbarton Forward			
SR 84 (US 101 to I-880) Dumbarton Forward	MTC	\$4,375,000	
Richmond-San Rafael Bridge Forward			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		\$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	MTC		\$1,160,000
Freeway Performance Program			
Freeway Performance Program	MTC	\$14,240,000	
FPP: I-880 (I-80 to I-280)	MTC	\$3,000,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only	MTC	\$625,000	
FPP: I-80 (Carquinez Bridge to Fremont St., SF) PL only	MTC	\$3,000,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	MTC	\$10,000,000	
FPP: I-80 Central Ave Interchange Improvements	Richmond	\$2,000,000	
FPP: SR 37 (US 101 to I-80) PL only	MTC	\$1,000,000	
FPP: Napa Valley Forward Traffic Calming & Multimodal Imps.	MTC	\$1,000,000	
FPP: US 101 (SR 85 to San Francisco Co. Line)	MTC	\$3,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	SCTA	\$1,000,000	
Program for Arterial System Synchronization (PASS)	MTC	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)			
IDEA Technical Assistance	MTC	\$1,532,000	
IDEA Category 1			
AC Transit: Dumbarton Express Route (SR84)	MTC	\$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	MTC	\$276,000	
Hayward: Various Locations	MTC	\$302,000	
Oakland: Bancroft Ave	MTC	\$310,000	
Pleasanton: Various Locations	MTC	\$290,000	
Union City: Union City Blvd & Decoto Rd	MTC	\$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	MTC	\$563,000	
San Rafael: Downtown San Rafael	MTC	\$830,000	
South San Francisco: Various Locations	MTC	\$532,000	
San Jose: Citywide	MTC	\$1,400,000	
IDEA Category 2			
LAVTA/Dublin: Citywide	MTC	\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	MTC	\$785,000	
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$30,000
Walnut Creek: Various locations (Fund Exchange)	MTC		\$621,000
Los Gatos: Los Gatos Blvd	MTC	\$700,000	
VTA: Veterans Admin. Palo Alto Medical Center	VTA	\$845,000	
Connected Vehicles/Automated Vehicles (CV/AV)	MTC	\$2,500,000	
Shared Use Mobility	MTC	\$2,500,000	
Connected Bay Area			
TMS Implementation	MTC	\$2,910,000	
TMC Asset Upgrade and Replacement	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	MTC	\$11,940,000	
InterConnect Bay Area Program	MTC	\$3,000,000	
Incident Management			
Incident Management Implementation	MTC	\$4,160,000	
I-880 ICM Northern	MTC	\$6,200,000	
I-880 ICM Central	MTC	\$2,640,000	
Unprogrammed Balance	TBD	\$380,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT	TOTAL:	\$173,000,000	\$4,000,000
6. TRANSIT PRIORITIES			

Attachment B-1

MTC Resolution No. 4202

OBAG 2 Regional Programs

FY 2017-18 through FY 2021-22

January 2021

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$503,583,781	\$59,121,219
BART Car Replacement/Expansion	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	\$2,078,781	\$37,921,219
Clipper	MTC	\$34,200,000	
Unprogrammed Balance		\$15,283,000	
6. TRANSIT PRIORITIES	TOTAL:	\$151,361,781	\$37,921,219
7. PRIORITY CONSERVATION AREA (PCA)			
Regional Peninsula, Southern and Eastern Counties PCA Grant Program			
Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange)	MTC/GreenInfo Network		\$30,000
PCA Grant Implementation	MTC/Coastal Conservancy		\$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda County		\$321,000
Albany: Albany Hill Access Improvements	Albany		\$251,000
Livermore: Arroyo Road Trail	Livermore		\$400,000
WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland	WOEIP/Urban Biofilter		\$300,000
EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	East Bay Regional Parks District		\$1,000,000
JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	John Muir Land Trust		\$950,000
SFCTA: Yerba Buena Island Multi-Use Pathway (PE/ENV)	SFCTA	\$1,000,000	
San Francisco: McLaren Park and Neighborhood Connections Plan	SF Recreation and Parks		\$194,000
San Francisco/Coastal Conservancy: Twin Peaks Trail Improvement	SF Rec and Park/Conservancy		\$74,000
GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	National Parks Service		\$200,000
SMCHD: Pillar Point Public Access Improvements	San Mateo Co. Harbor District		\$298,000
Menlo Park: Bedwell Bayfront Park Entrance Improvements	Menlo Park		\$520,000
San Mateo Co.: Colma Creek Adaptation Study (Colma Creek Connector)	San Mateo Co.		\$110,000
San Mateo Co.: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot	San Mateo Co.		\$137,900
South San Francisco: Sign Hill Conservation and Trail Master Plan	South San Francisco		\$135,100
Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient Imps.	Point Blue Conservation Science		\$379,000
SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	Santa Clara Valley Open Space Auth.		\$400,000
SCVOSA: Tilton Ranch Acquisition	Santa Clara Valley Open Space Auth.		\$1,000,000
North Bay PCA Grant Program			
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Paradis	Marin County	\$312,000	
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehab	Marin County	\$869,000	
Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area Imps.)	Novato	\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.)	Novato	\$265,000	
National Parks Service: Fort Baker's Vista Point Trail	NPS	\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	NVTA	\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa County	\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano County	\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma County	\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma County	\$770,000	
7. PRIORITY CONSERVATION AREA (PCA)	TOTAL:	\$9,200,000	\$7,200,000
8. BAY AREA HOUSING INITIATIVES			
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	MTC		\$10,000,000
Housing Incentive Pool	TBD	\$25,000,000	
Sub-HIP Pilot Program			
Fairfield: Pavement Preservation/Rehabilitation (for One Lake Apts. Linear Park Trail)	Fairfield	\$2,100,000	
Vacaville: Pavement Preservation/Rehabilitation (for Allison PDA Affordable Housing)	Vacaville	\$1,900,000	
Marin County: Marin City Pedestrian Crossing Imps.	Marin County	\$300,000	
NVTA: Imola Park and Ride	NVTA	\$300,000	
Santa Rosa: Downtown Multi-modal and Fiber Improvements	Santa Rosa	\$400,000	
8. BAY AREA HOUSING INITIATIVES	TOTAL:	\$30,000,000	\$10,000,000
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE			
TBD	TBD	\$52,900,000	
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE	TOTAL:	\$52,900,000	
10. REGIONAL STRATEGIC INVESTMENTS (RSI)			
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC	\$4,000,000	
Pavement Rehab (for Downtown Novato SMART Station)	Novato	\$617,000	
Old Redwood Highway Multi-Use Pathway	Larkspur	\$1,120,000	
Grand Ave Bridge	San Rafael	\$763,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael	\$1,000,000	
US 101 Marin-Sonoma Narrows	TAM	\$2,000,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	\$15,400,000	
10. REGIONAL STRATEGIC INVESTMENTS (RSI)	TOTAL:	\$24,900,000	
OBAG 2 REGIONAL PROGRAMS	TOTAL:	\$503,583,781	\$59,121,219

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4202_ongoing_OBAG2\tmp-4202_Attachment-B-1_Jan.xlsx\Jan 2021

**Attachment A, Appendix 11, MTC Resolution No. 4202
has been updated and is attached to the Commission Summary
Sheet in agenda item 9c of this packet.**

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-1685	Version:	1	Name:	
Type:	Report	Status:		Commission Approval	
File created:	11/4/2020	In control:		Joint MTC Planning Committee with the ABAG Administrative Committee	
On agenda:	1/8/2021	Final action:			
Title:	MTC Resolution No. 4451: Plan Bay Area 2050 Final Blueprint: Approval as Preferred Environmental Impact Report (EIR) Alternative				

Presentation on the Plan Bay Area 2050 Final Blueprint Outcomes, including performance & equity outcomes, and recommendation to advance the Final Blueprint as the Preferred Alternative in the EIR process.

Sponsors:

Indexes:

Code sections:

Attachments:

- [10a - 20-1685 1-PBA50 FinalBlueprint PreferredEIRAlt Summary Sheet and PPT.pdf](#)
- [10a - 20-1685 2-PBA50 FinalBlueprint PreferredEIRAlt Attachments B-G.pdf](#)
- [10a - 20-1685 3-PBA50 FinalBlueprint PreferredEIRAlt MTC Res. No 4451 and ABAG Res. No. 01-10a - 20-1685 4-Late Handout-1-RHNA-final letter.pdf](#)
- [5ai_PBA50_FinalBlueprint_PREFERRED EIRAlt Summary Sheet and PPT.pdf](#)
- [5aii_PBA50_FinalBlueprint_PREFERRED EIRAlt Attachments B-G.pdf](#)
- [5aiii_PBA50_FinalBlueprint_PREFERRED EIRAlt MTC Res. No 4451 and ABAG Res. No. 01-2021.pdf](#)
- [5a_Late Handout-1-RHNA-final letter.pdf](#)

Date	Ver.	Action By	Action	Result
1/8/2021	1	Joint MTC Planning Committee with the ABAG Administrative Committee		
1/8/2021	1	Joint MTC Planning Committee with the ABAG Administrative Committee		
1/8/2021	1	Joint MTC Planning Committee with the ABAG Administrative Committee		

Subject:

MTC Resolution No. 4451: Plan Bay Area 2050 Final Blueprint: Approval as Preferred Environmental Impact Report (EIR) Alternative

Presentation on the Plan Bay Area 2050 Final Blueprint Outcomes, including performance & equity outcomes, and recommendation to advance the Final Blueprint as the Preferred Alternative in the EIR process.

Presenter:

Dave Vautin and Lisa Zorn

Recommended Action:
Commission Approval

Attachments:

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

January 8, 2021

Agenda Item 5a

MTC Resolution No. 4451 and ABAG Resolution No. 01-2021:

Plan Bay Area 2050 Final Blueprint: Approval as Preferred EIR Alternative

Subject: Presentation on the Plan Bay Area 2050 Final Blueprint Outcomes, including performance & equity outcomes, and recommendation to advance the Final Blueprint as the Preferred Alternative in the EIR process.

Background: Last fall, MTC and ABAG approved the Strategies and Growth Geographies for the Plan Bay Area 2050 Final Blueprint (**Attachments B and C**), as well as the Final Regional Growth Forecast. The Final Blueprint integrates 35 resilient and equitable strategies, building upon the predecessor Horizon initiative, to advance the adopted vision of a more affordable, connected, diverse, healthy, and vibrant Bay Area for all.

By weaving together strategies for transportation, housing, the economy, and the environment – and integrating public feedback on the Draft Blueprint from summer 2020 – the Final Blueprint moves the region even closer towards this vision. It also addresses the five key challenges laid out in July 2020, ranging from insufficient affordable housing to further climate emissions reduction.

Building on the Draft Blueprint: The Plan Bay Area 2050 Final Blueprint preserves many of the successes of the Draft Blueprint. Most of the region's future growth is focused in walkable, transit-rich communities, within existing urban growth boundaries. Along with a more compact land use pattern, transportation strategies enable a significant shift away from auto use. Robust sea level rise protections ensure that nearly all homes at risk through 2050 are protected, with homes at high risk due to earthquakes and wildfires funded for much-needed retrofits (more context in **Attachment G**).

Final Blueprint Growth Pattern: The Final Blueprint growth pattern (**Attachment F**) continues to focus the largest shares of housing and job growth in Santa Clara County, the heart of Silicon Valley. At the same time, there is slightly more housing and job growth in San Francisco and the East Bay, compared to the Draft Blueprint. The North Bay remains relatively unchanged, with less housing growth in Sonoma County and more job growth in Solano County. Importantly, the growth pattern has even higher shares near frequent public transit – 82 percent of new homes and 63 percent of new jobs – which support the critical greenhouse gas reduction target.

Beyond integrating updated baseline and pipeline land use data, several strategies rise to the top as key drivers of these shifts. With regard to housing, refined strategies enable a greater share of growth to occur in transit-rich, high-resource places to support the Plan's climate target, while large development sites in North Santa Clara County and portions of the East Bay are transformed into dense walkable communities near BART and light rail. With regard to jobs, the new economic strategy to incentivize development near regional rail stations in the East Bay and North Bay play a role in the slightly higher shares in Alameda, Solano, and (to a lesser extent) Contra Costa counties.

Supporting the Plan Vision: The Final Blueprint also makes further headway towards ensuring the Bay Area is more affordable, connected, diverse, healthy, and vibrant for all. Key findings related to each of the Plan's Guiding Principles are spotlighted below, with additional context in **Attachments D and E**:

- **Advancing Affordability:** The Final Blueprint reduces the burden of housing and transportation on a typical household's budget from 58 percent in 2015 to 45 percent in 2050, with even greater reductions for low-income households.
- **Advancing Connectivity:** The Final Blueprint doubles the number of jobs accessible by transit for a typical household, supporting a reduction in auto commute mode share from 71 percent in 2015 to 53 percent in 2050.
- **Advancing Diversity:** The Final Blueprint enables nearly one-quarter of low-income households to live in High-Resource Areas, while also reducing displacement risk in Growth Geographies through robust affordable housing development.
- **Advancing Public Health:** The Final Blueprint builds parks, trails, and open space in historically disinvested communities, closing the gap in urban park access between Communities of Concern and the rest of the region.
- **Advancing Economic Vibrancy:** The Final Blueprint makes even further headway on the jobs-housing imbalance by integrating strategies to provide tax incentives to employers locating offices in transit-rich, housing-rich East Bay communities.

Next Steps:


Following the identification of the Preferred EIR Alternative, staff will proceed into the final phase of Plan Bay Area 2050. In addition to developing the EIR and Plan Document, work in 2021 will further develop the Implementation Plan to define near-term implementation actions for MTC/ABAG to advance in partnership with public, private, and non-profit organizations over the next five years. Following robust public and stakeholder engagement in winter and spring 2021, as shown in **Attachment A**, the final Plan Bay Area 2050 is anticipated to be considered by the Commission and Board for approval in fall 2021.

Recommendation:

Staff recommends the MTC Planning Committee and ABAG Administrative Committee approve MTC Resolution No. 4451 (**Attachment H**) and ABAG Resolution No. 01-2021 (**Attachment I**), respectively, which approve the identification of the Final Blueprint as the Preferred Alternative for the Plan Bay Area 2050 EIR, and refer them to the MTC Commission and ABAG Executive Board (respectively) for approval.

Attachments:

Attachment A: Presentation
Attachment B: Final Blueprint – Strategies (*adopted fall 2020*)
Attachment C: Final Blueprint – Growth Geographies (*adopted fall 2020*)
Attachment D: Final Blueprint – Investment Analysis
Attachment E: Final Blueprint – Outcomes
Attachment F: Final Blueprint – Growth Pattern
Attachment G: Final Blueprint – Additional Context on Resilience Integration
Attachment H: MTC Resolution No. 4451
Attachment I: ABAG Resolution No. 01-2021


Therese W. McMillan

PLAN BAY AREA 2050



Final Blueprint: Approval as Preferred EIR Alternative

January 2021

Dave Vautin and Lisa Zorn

MTC/ABAG Regional Planning Program

Long-Range Planning... for an Uncertain Future

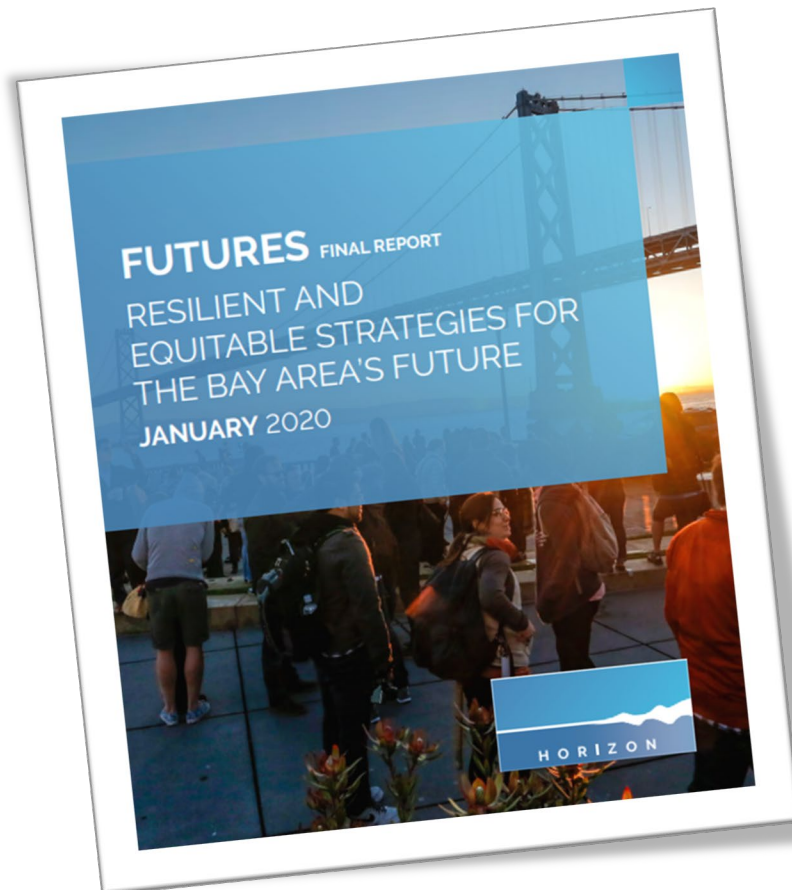
2018

2019

2020

2021

Plan Bay Area 2050 built upon the foundation of the Horizon initiative, which generated new strategy ideas and stress-tested them against a broad range of economic, technological, environmental, and political forces.



**Strategies
prioritized
based upon:**



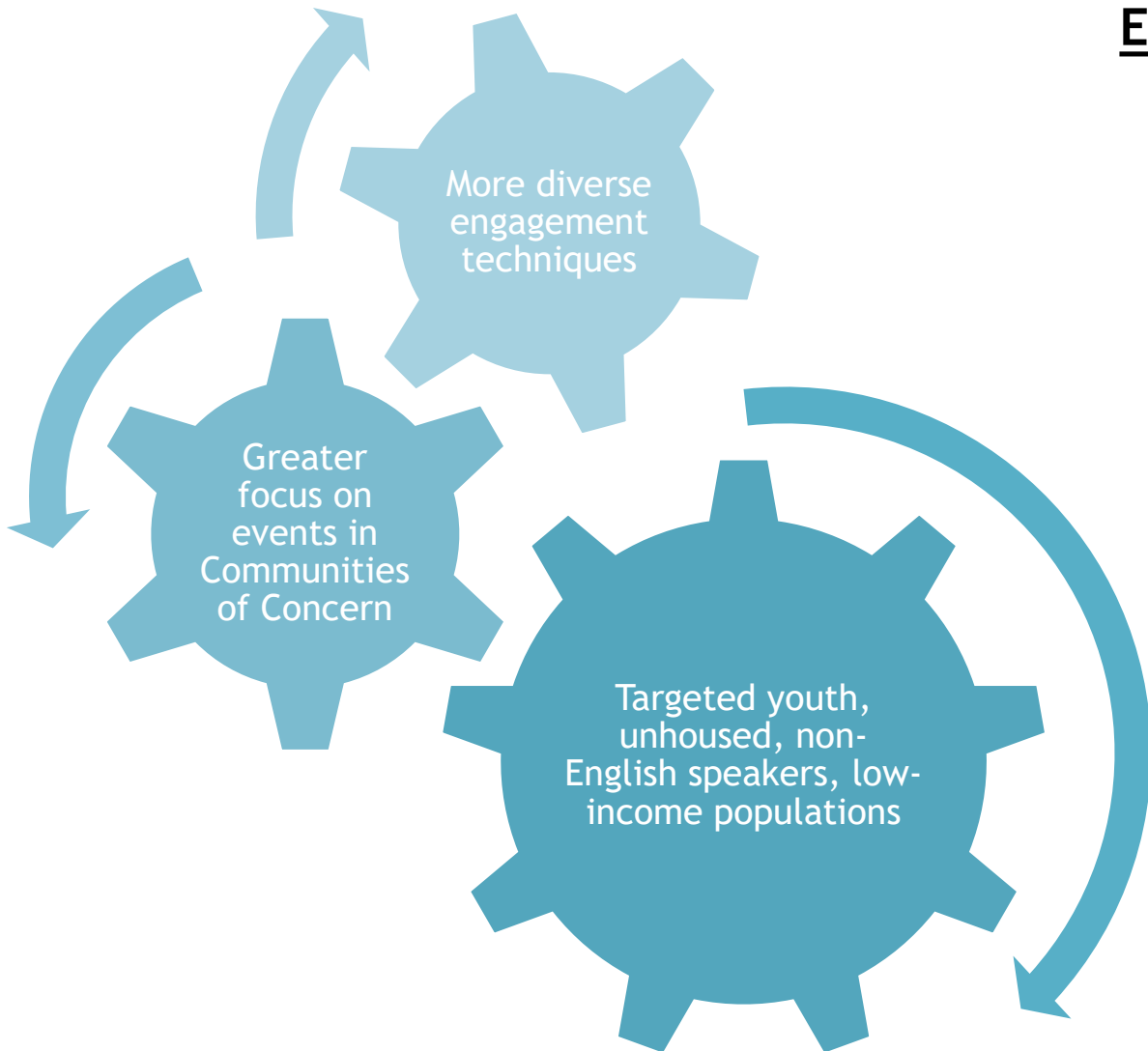
Resilience



Equity



Long-Range Planning... Driven by Public Input



Engagement to Date by the Numbers

130+ **public meetings** featuring discussion of Horizon & Plan Bay Area 2050

100+ **public events** including in-person & virtual workshops, pop-up events, and focus groups

60+ **stakeholder events** including RAWG and REWG meetings, workshops, and webinars

33,000+ **public and stakeholder comments** received to date

15,000+ **participants in planning process** to date

Final Blueprint: Advancing the Plan Vision

*Vision: Ensure by the year 2050 that the Bay Area is **affordable**, **connected**, **diverse**, **healthy** and **vibrant** for all.*



- **Transportation** Strategies
- **Housing** Geographies & Strategies
- **Economic** Geographies & Strategies
- **Environmental** Strategies

Adopted This Fall: 11 Themes, 35 Bold Strategies

Final Blueprint Strategies (Inputs to Modeling Process)



Maintain and Optimize the Existing System



Create Healthy and Safe Streets



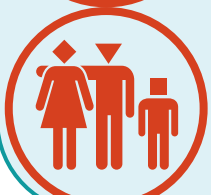
Build a Next-Generation Transit Network



Protect and Preserve Affordable Housing



Spur Housing Production at All Income Levels



Create Inclusive Communities



Improve Economic Mobility



Shift the Location of Jobs



Reduce Risks from Hazards



Expand Access to Parks and Open Space



Reduce Climate Emissions

Housing Strategies – Cost: \$468 Billion		
Protect and Preserve Affordable Housing	Further Strengthen Renter Protections Beyond State Legislation. Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.	\$2 BILLION
	Preserve Existing Affordable Housing. Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing.	\$237 BILLION
Spur Housing Production at All Income Levels	Allow a Greater Mix of Housing Densities and Types in Growth Areas. Allow a variety of housing types at a range of densities to be built in Priority Development Areas, select Transit-Rich Areas, and select High-Resource Areas.	N/A
	Build Adequate Affordable Housing to Ensure Homes for All. Construct enough deed-restricted affordable homes necessary to fill the existing gap in housing for the unsheltered community and to meet the needs of low-income households.	\$219 BILLION
	Integrate Affordable Housing into All Major Housing Projects. Require a baseline of 10 to 20 percent of new market-rate housing developments of 5 units or more to be affordable to low-income households.	N/A
	Transform Aging Malls and Office Parks into Neighborhoods. Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing at all income levels.	N/A
Create Inclusive Communities	Provide Targeted Mortgage, Rental and Small Business Assistance to Communities of Concern. Provide assistance to low-income communities and communities of color to address the legacy of exclusion and predatory lending, while helping to grow locally owned businesses.	\$10 BILLION
	Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services. Help public agencies, community land trusts and other non-profit landowners to accelerate development of mixed-income affordable housing.	N/A

Economic Strategies – Cost: \$234 Billion		
Improve Economic Mobility	Implement a Statewide Universal Basic Income. Provide an average \$500 per month payment to all Bay Area households to improve family stability, promote economic mobility and increase consumer spending.	\$205 BILLION
	Expand Job Training and Incubator Programs. Fund assistance programs for establishing a new business, as well as job training programs, primarily in historically disinvested communities.	\$5 BILLION
	Invest in High-Speed Internet in Underserved Low-Income Communities. Provide direct subsidies and construct public infrastructure to ensure all communities have affordable access to high-speed internet.	\$10 BILLION
Shift the Location of Jobs	Allow Greater Commercial Densities in Growth Geographies. Allow greater densities for new commercial development in select Priority Development Areas and select Transit-Rich Areas to encourage more jobs to locate near public transit.	N/A
	Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit. Provide subsidies to encourage employers to relocate offices to housing-rich areas near regional rail stations.	\$10 BILLION
	Retain Key Industrial Lands through Establishment of Priority Production Areas. Implement local zoning policies to protect key industrial lands identified as Priority Production Areas, while funding key infrastructure improvements in these areas.	\$4 BILLION

Learn more about each of the 35 adopted strategies at planbayarea.org, including the revised Strategy EN7.

Adopted This Fall: Growth Forecast & Geographies



Protect



Areas Outside Urban Growth Boundaries (including PCAs)



Unmitigated High Hazard Areas

Prioritize



Priority Development Areas (PDAs)



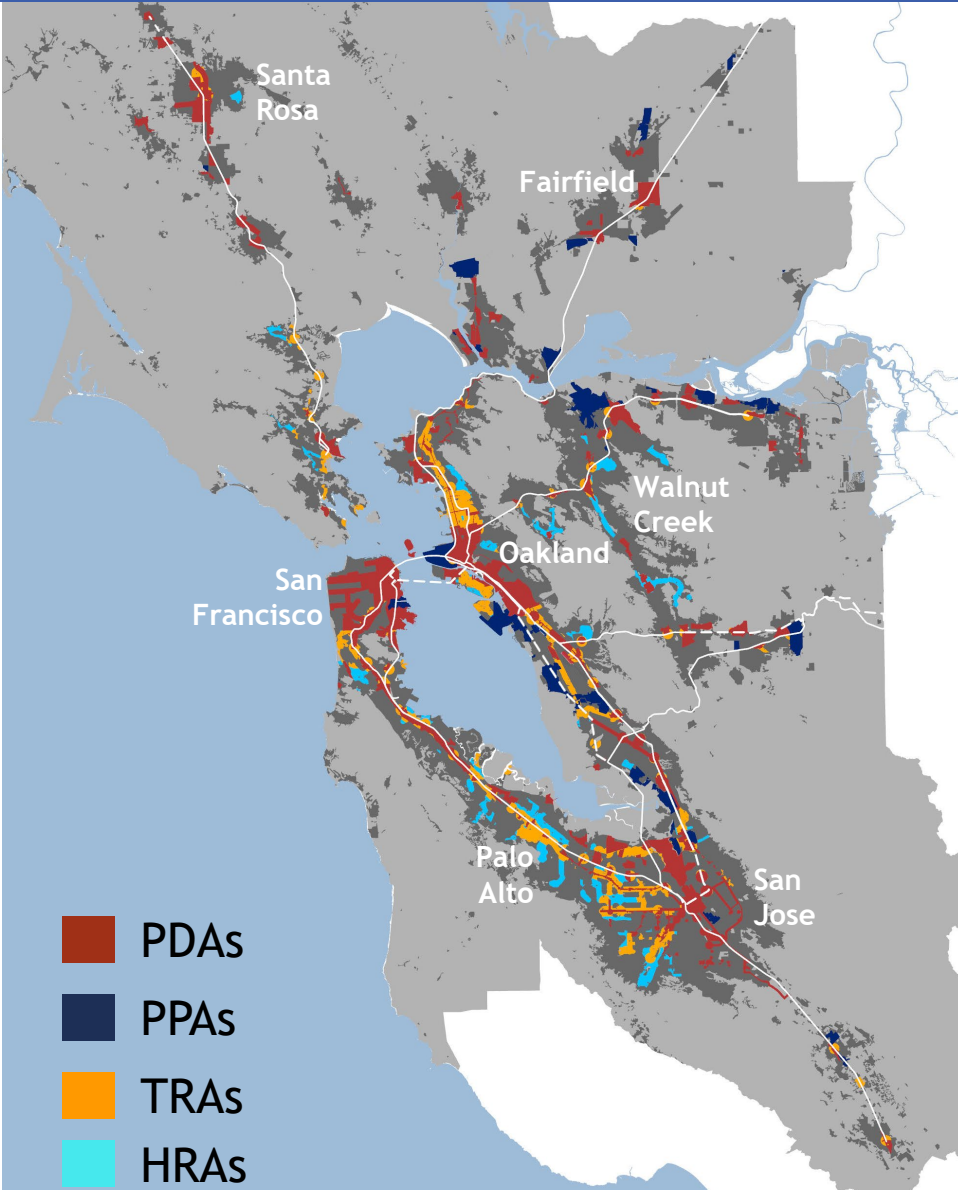
Priority Production Areas (PPAs)



Transit-Rich Areas (TRAs)



High-Resource Areas (HRAs)

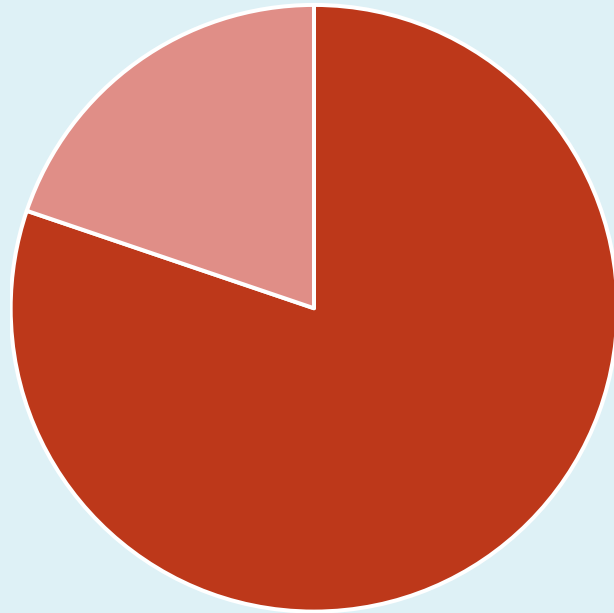


Note: some High-Resource Areas are also Transit-Rich Areas

Adopted This Fall: Revenues & Expenditures

Transportation Element

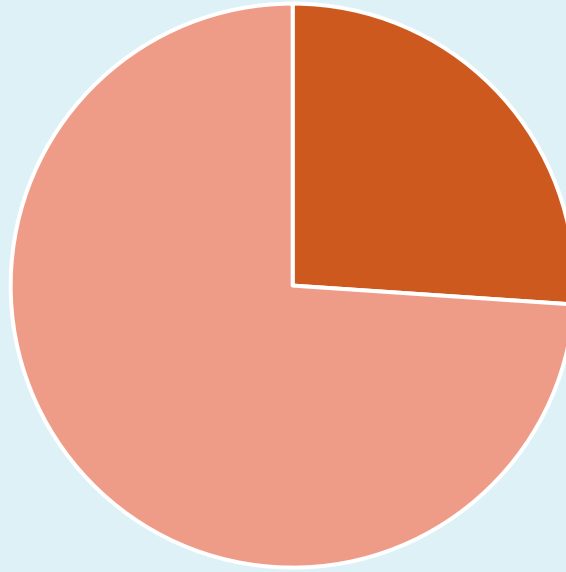
\$466 billion in existing funding
\$113 billion in new revenues



■ Existing Revenues ■ New Revenues

Housing Element

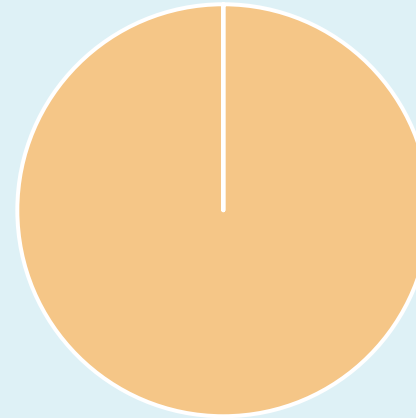
\$122 billion in existing funding
\$346 billion in new revenues



■ Existing Revenues ■ New Revenues

Economy Element

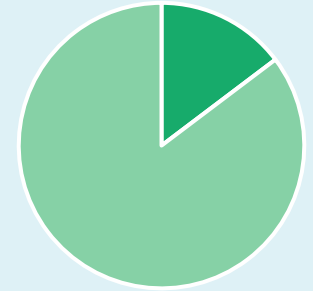
N/A in existing funding
\$234 billion in new revenues



■ Existing Revenues ■ New Revenues

Environment Element

\$15 billion in existing funding
\$87 billion in new revenues



■ Existing Revenues ■ New Revenues

Note: \$12 billion in existing transportation funding is shown in Environment Element for climate & sea level rise strategies.

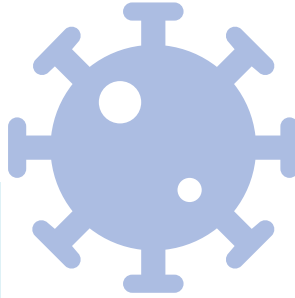
Note: new housing revenues could come from a mix of federal, state, regional, or local sources.

Note: as Needs & Revenue data is unavailable for economic development, existing funding is underrepresented.

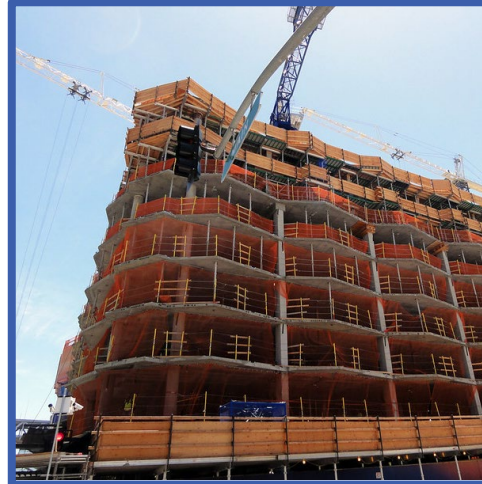
Note: as Needs & Revenue data is unavailable for parks & conservation, existing funding is underrepresented.

Final Blueprint: Preparing for a Post-COVID Future

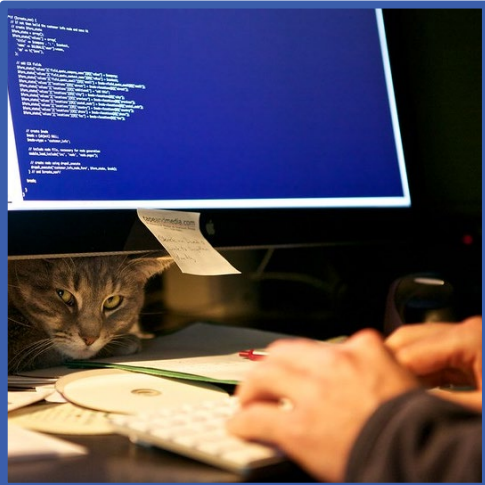
While the future remains quite uncertain, the emergence of the pandemic this spring gave us time to integrate some of its critical near- and medium-term impacts into the Final Blueprint.



Integrated near-term revenue impacts from COVID/2020 recession, plus expanded low-cost strategies ideal for an era of fiscal constraint



Refreshed economic strategies in Final Blueprint with expanded emphasis on job training and business incubator programs



Adjusted telecommute growth projections, with accelerated regional action by major employers to incentivize alternative modes to the automobile



Doubled-down on resilience focus of Blueprint to reduce regional risk in the face of other future disasters, including sea level rise, wildfires & earthquakes



How Does the Final Blueprint Advance the Plan Bay Area 2050 Vision?

(in an uncertain future...)

Final Blueprint: Builds Upon July's Draft Blueprint

Most of the positive forecasted outcomes from the Draft Blueprint remain in the Final Blueprint, including key highlights spotlighted below. New strategies adopted in the Final Blueprint enabled even further progress in tackling the five key challenges spotlighted in summer 2020 public outreach.

Vast majority of new growth in **walkable, transit-rich communities**

Significant **shift away from auto dependence** for both commute & non-commute trips

Nearly all Bay Area homes **protected from sea level rise**

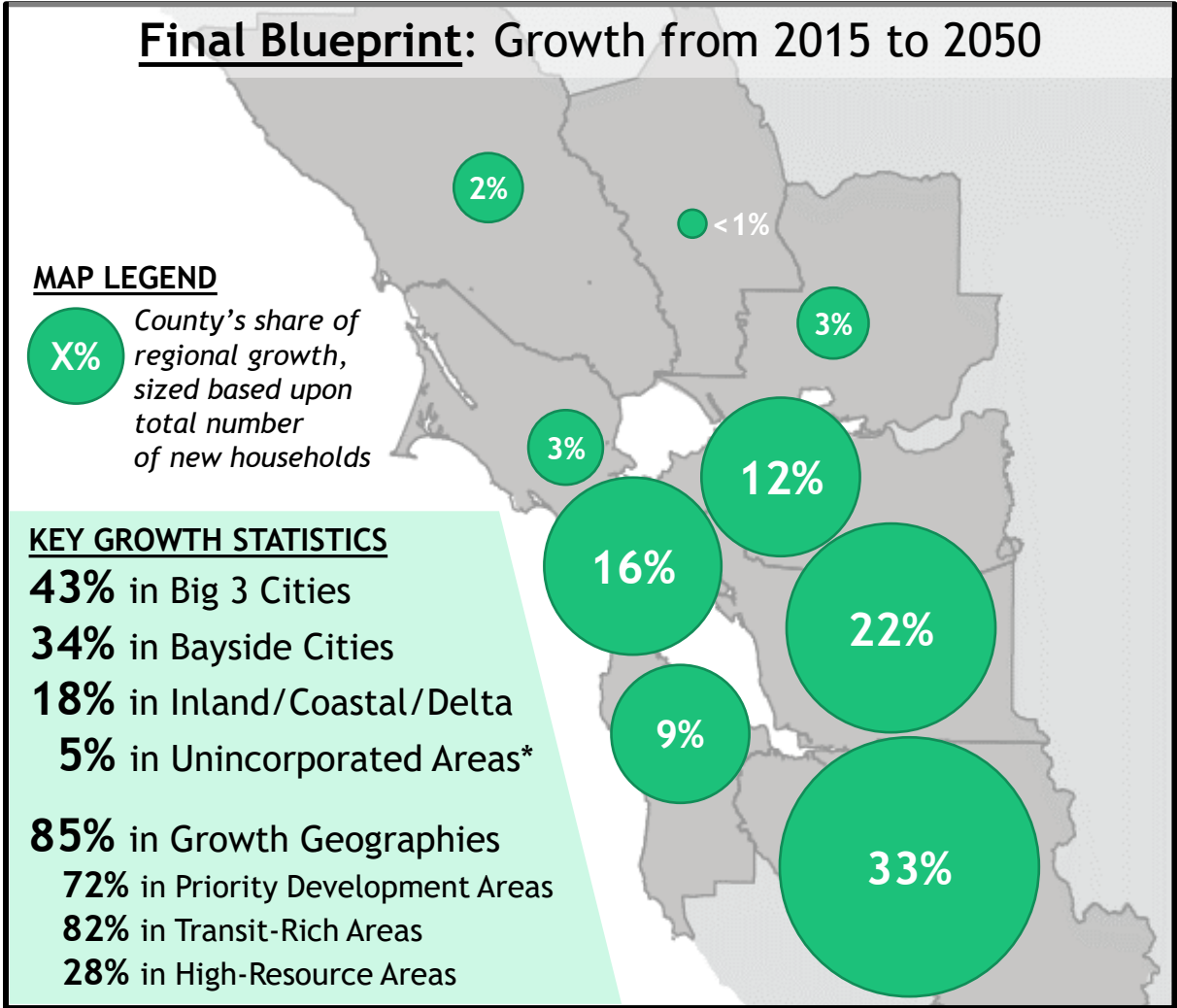
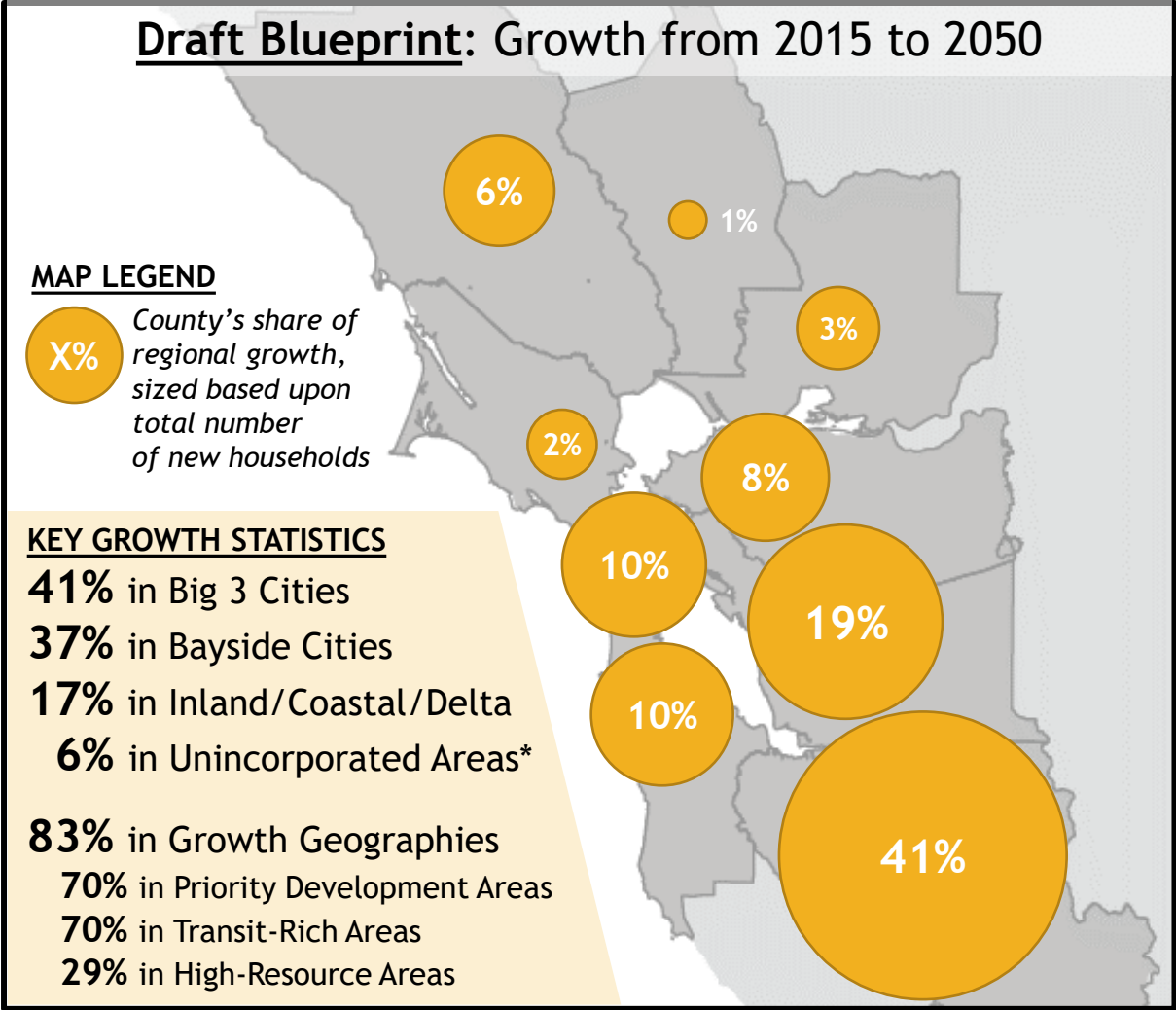
All high-risk Bay Area homes **retrofitted to reduce seismic and wildfire risks**

No urban growth envisioned **outside of present-day growth boundaries**

New revenues required to advance Plan **forecasted to support, not inhibit, future economic growth**



Household Growth: Draft vs. Final Blueprint



** All urbanized growth in unincorporated areas is focused within existing urban growth boundaries (Strategy EN4).
For breakdowns on the subcounty level, please refer to the Final Blueprint Growth Pattern on planbayarea.org.
Totals do not always sum to 100% due to rounding.*

Household Growth: Draft vs. Final Blueprint

Which new or revised Final Blueprint Strategies are driving changes between Draft & Final?



Allow a Greater Mix of Housing Densities and Types in Growth Areas

Refinements approved in September focused a greater share of growth in transit-rich, high-resource places, yielding shifts toward San Francisco & higher-resource East Bay cities.



Transform Aging Malls & Office Parks + Accelerate Reuse of Public Land

Larger sites with significant development potential - including in North Santa Clara County and in portions of the East Bay - are seeing more housing in the Final Blueprint as a result.



Improved Baseline & Pipeline Data

Further engagement with local jurisdiction partners this summer improved baseline, pipeline, and zoning data, which contributed to changes in household growth projections for select counties.

Final Blueprint: Growth from 2015 to 2050

MAP LEGEND

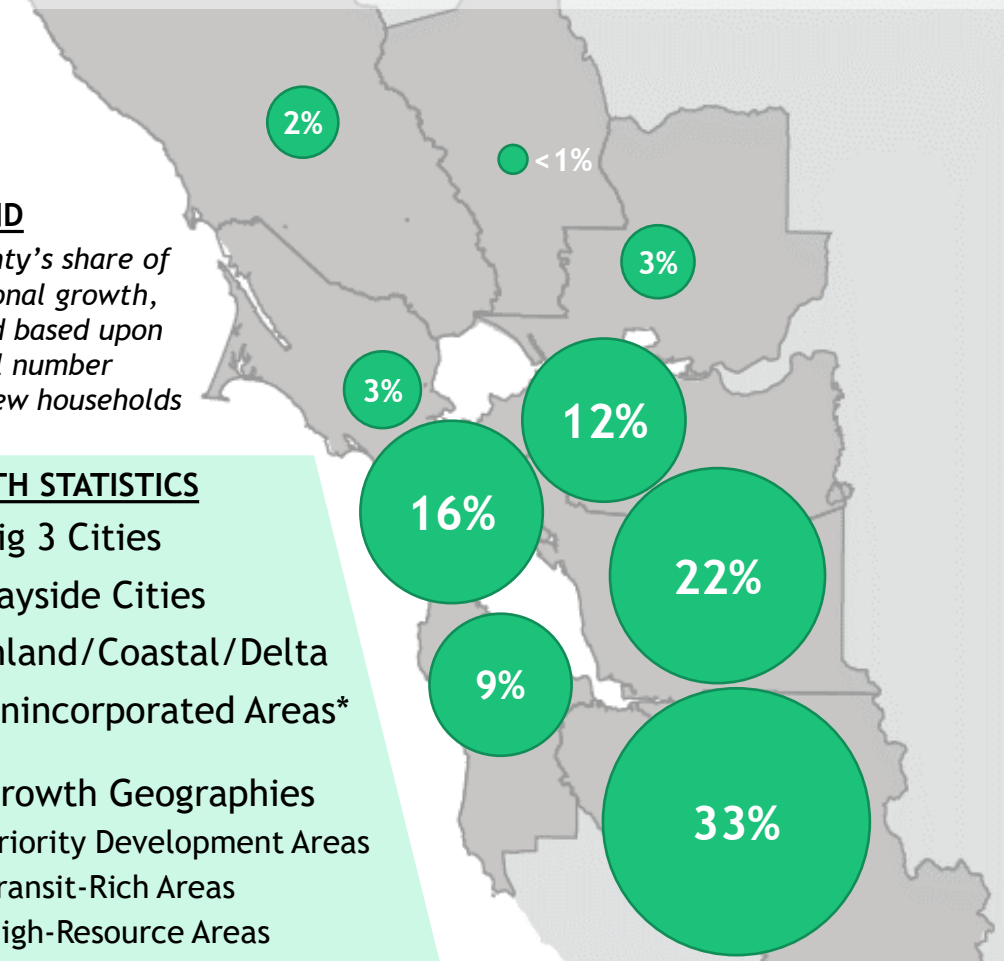
X% County's share of regional growth, sized based upon total number of new households

KEY GROWTH STATISTICS

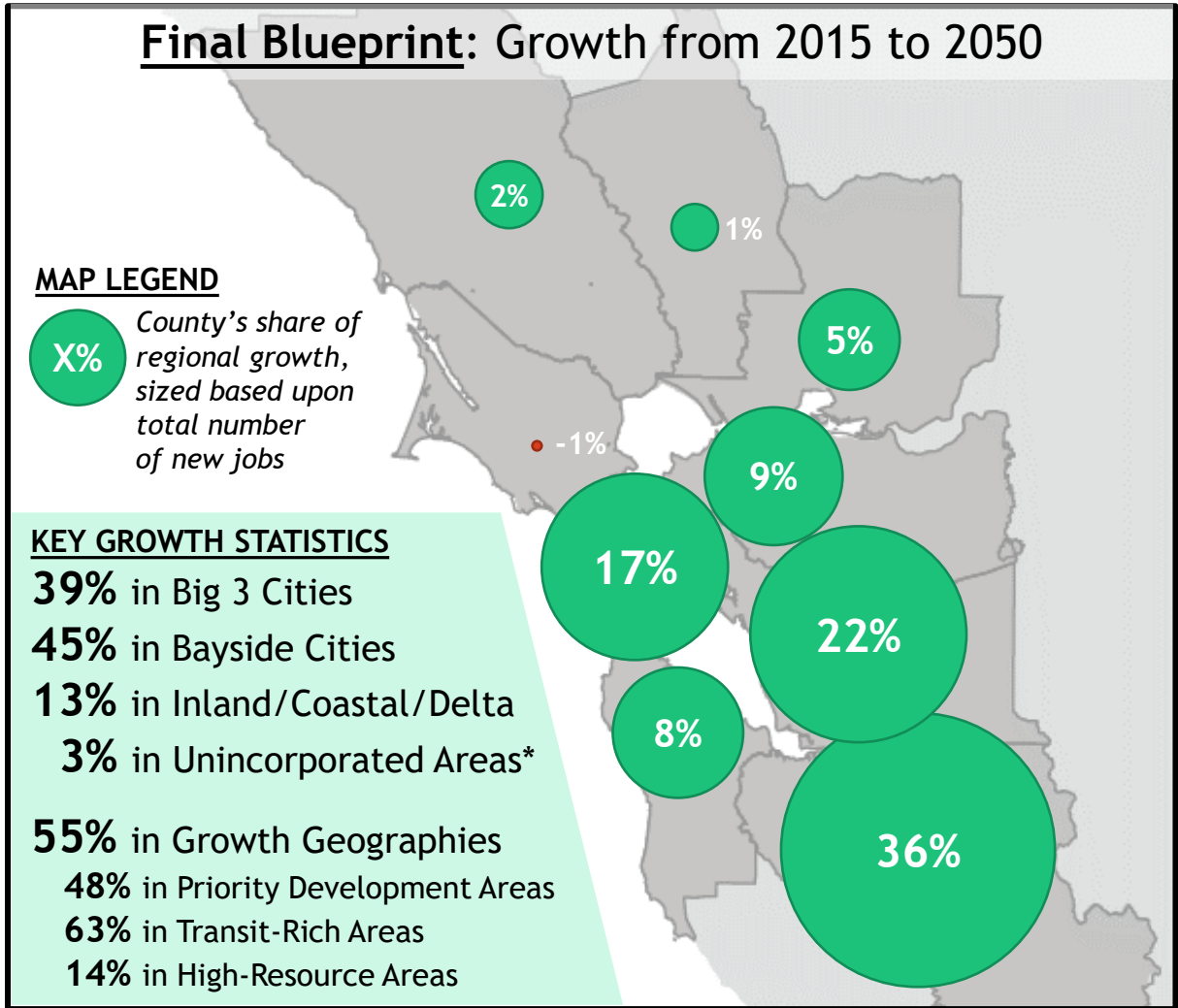
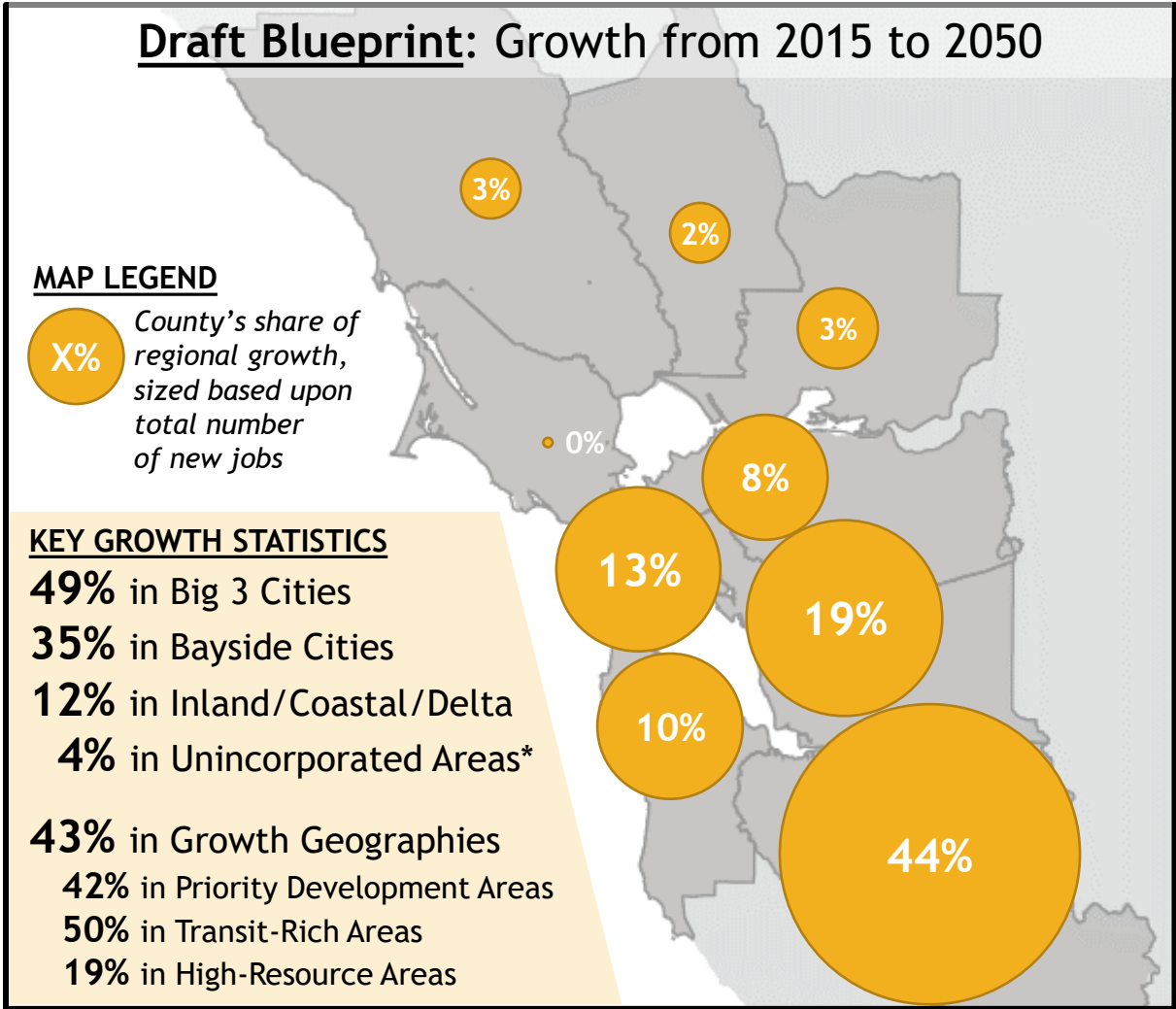
43% in Big 3 Cities
34% in Bayside Cities
18% in Inland/Coastal/Delta
5% in Unincorporated Areas*
85% in Growth Geographies
72% in Priority Development Areas
82% in Transit-Rich Areas
28% in High-Resource Areas

** All urbanized growth in unincorporated areas is focused **within existing urban growth boundaries** (Strategy EN4).*

Totals do not always sum to 100% due to rounding.



Job Growth: Draft vs. Final Blueprint



* All urbanized growth in unincorporated areas is focused within existing urban growth boundaries (Strategy EN4).
For breakdowns on the subcounty level, please refer to the Final Blueprint Growth Pattern on planbayarea.org.
Totals do not always sum to 100% due to rounding.

Job Growth: Draft vs. Final Blueprint

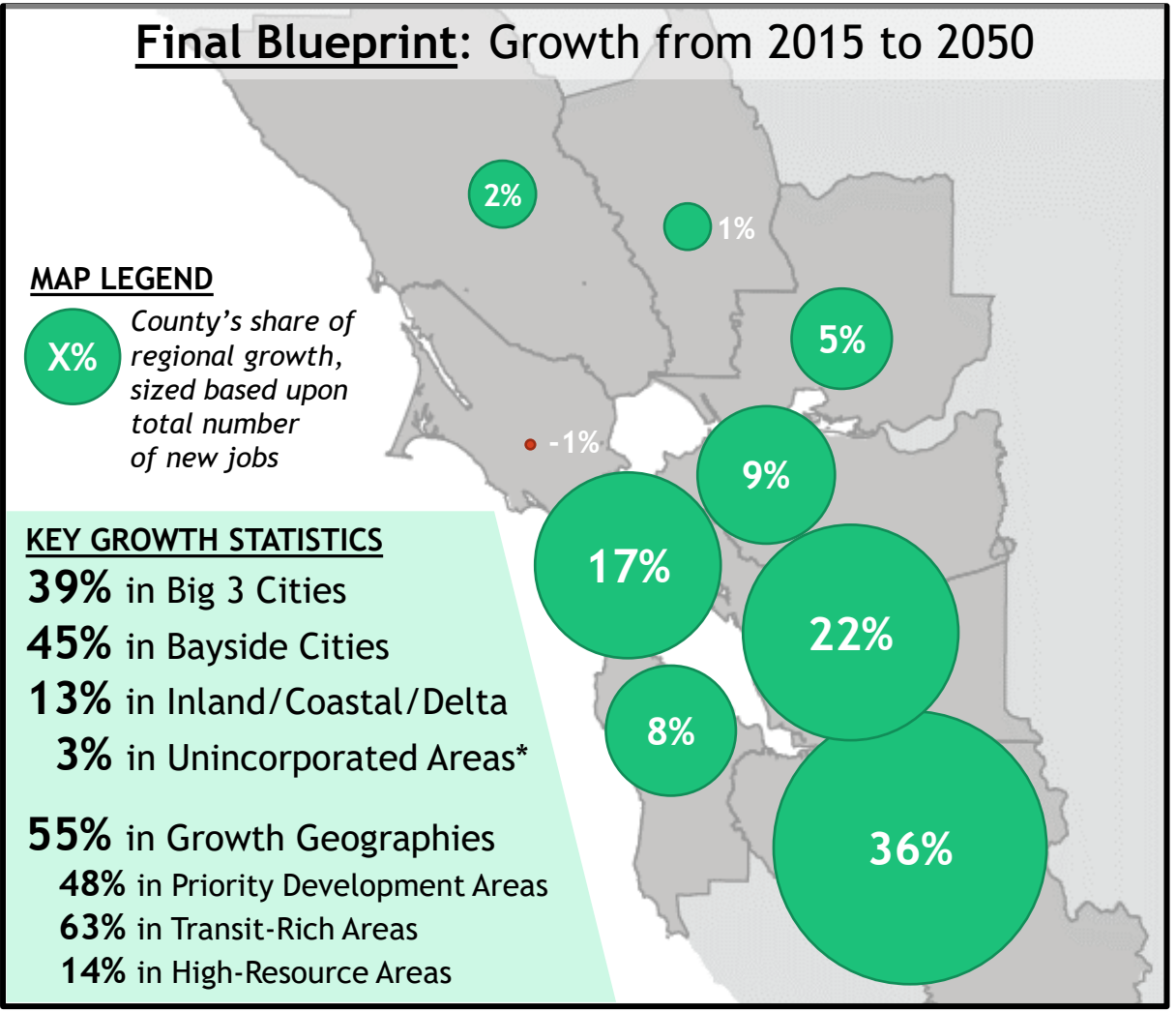
Which new or revised Final Blueprint Strategies are driving changes between Draft & Final?



Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit
This new strategy to incentivize more job growth in the East Bay and North Bay led to moderate shifts from select South Bay cities; the elimination of jobs-housing imbalance fees featured in the Draft Blueprint also contributed to intra-county shifts within Santa Clara County.



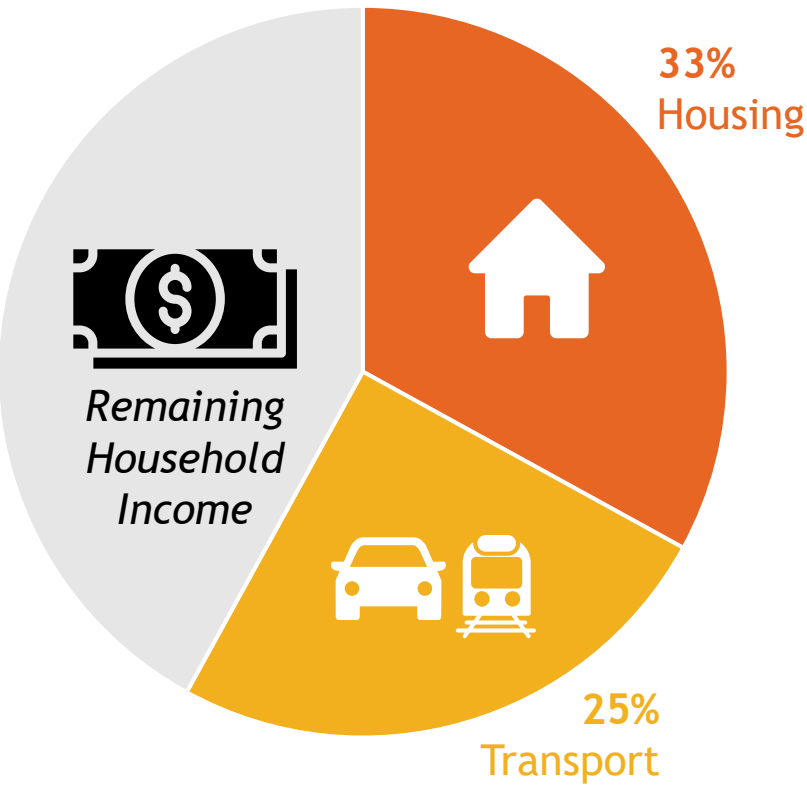
Allow Greater Commercial Densities in Growth Geographies
With a focus on greater capacity near public transit, updates to this strategy led to a much greater share of job growth within walking distance of high-quality transit hubs.



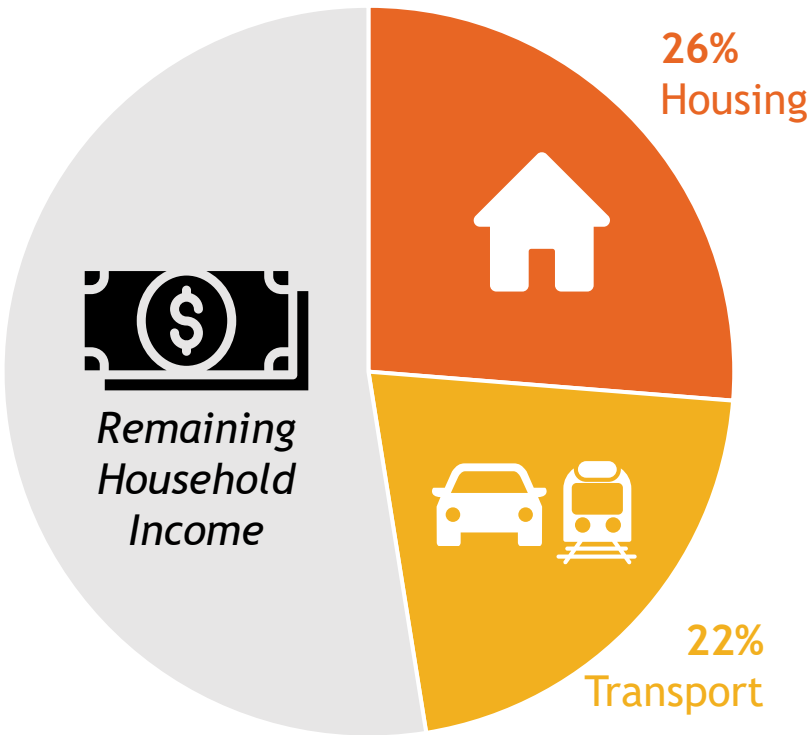
* All urbanized growth in unincorporated areas is focused **within existing urban growth boundaries** (Strategy EN4).
For breakdowns on the subcounty level, please refer to the Final Blueprint Growth Pattern on planbayarea.org.
Totals do not always sum to 100% due to rounding.

Affordability: Draft vs. Final Blueprint

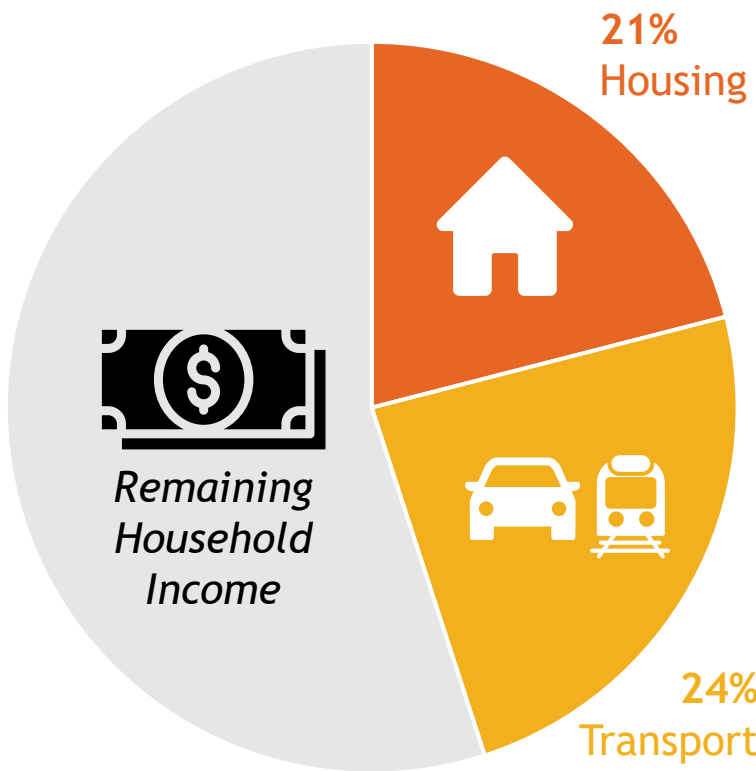
Housing & Transport Costs
2015



Housing & Transport Costs
2050 Draft Blueprint



Housing & Transport Costs
2050 Final Blueprint

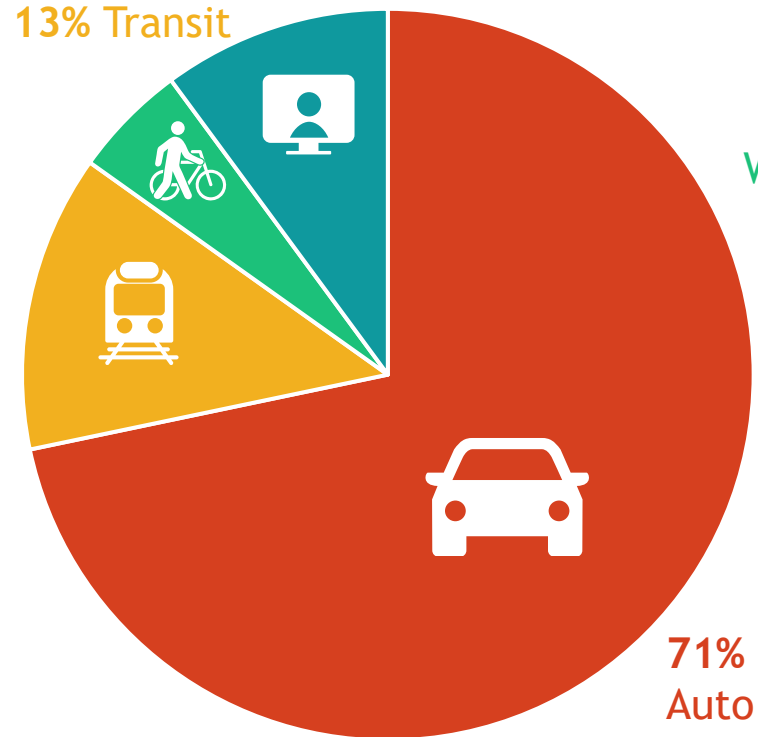


Totals do not always sum to 100% due to rounding.

Commute Mode Choice: Draft vs. Final Blueprint

Commute Mode Choice
2015

10% Work from Home
5% Walk + Bike
13% Transit

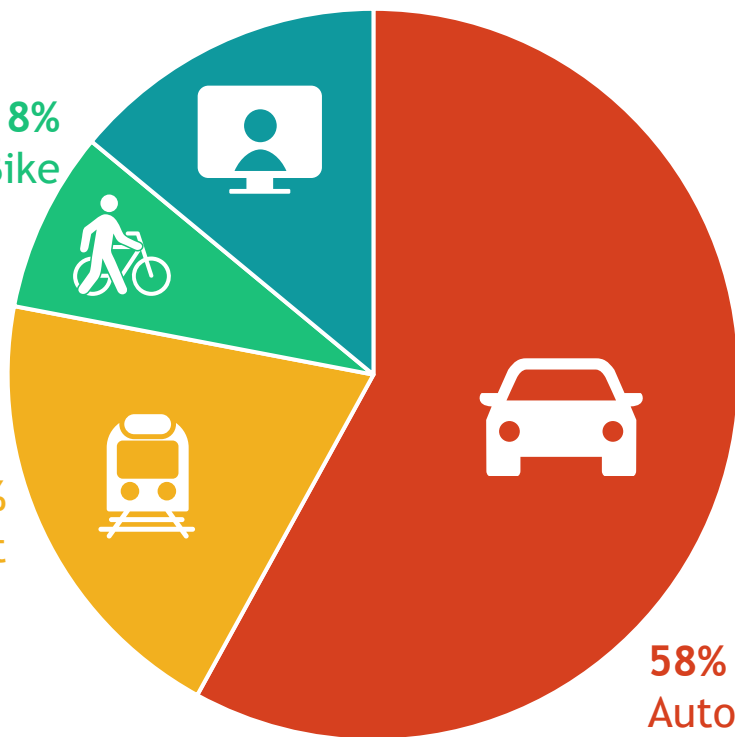


Commute Mode Choice
2050 Draft Blueprint

14%
Work from Home

8%
Walk + Bike

20%
Transit

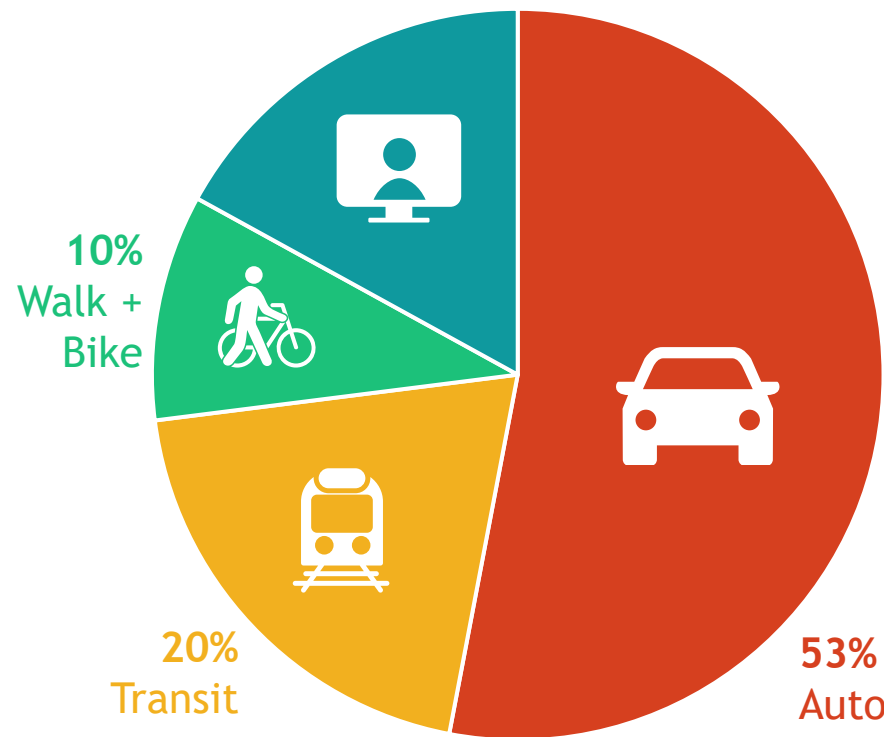


Commute Mode Choice
2050 Final Blueprint

17%
Work from Home

10%
Walk + Bike

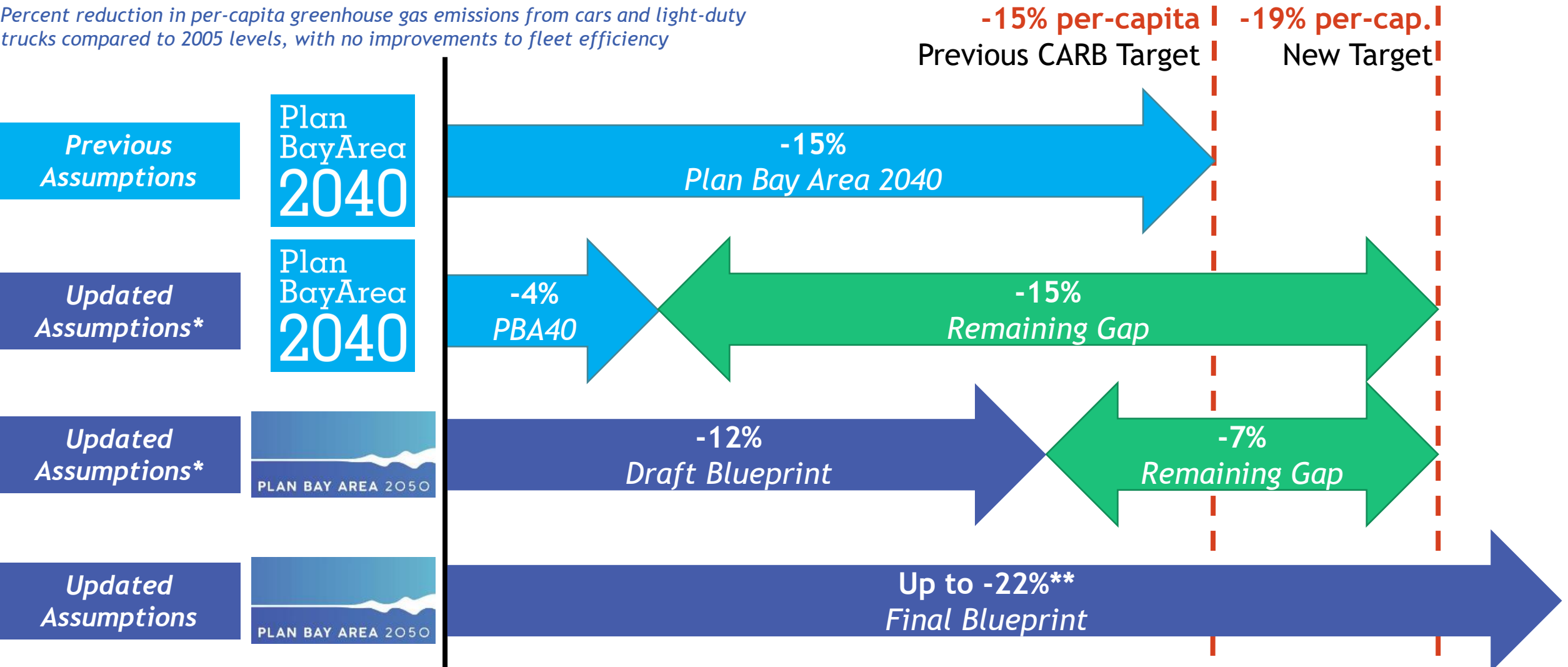
20%
Transit



Baseline year telecommute data has been updated to better reflect both frequent and infrequent telecommuters working from home on a typical weekday.
Totals do not always sum to 100% due to rounding.

GHG: Draft vs. Final Blueprint

Percent reduction in per-capita greenhouse gas emissions from cars and light-duty trucks compared to 2005 levels, with no improvements to fleet efficiency



* = impact from updated auto operating cost approximated based upon prior model runs for Plan Bay Area 2040 and Draft Blueprint; approved by CARB in October 2020

** = estimated GHG reductions could change as a result of CARB review process in 2021-22; CARB could request even more conservative assumptions re: strategy benefits



GHG: Draft vs. Final Blueprint

Which new or revised Final Blueprint Strategies are driving changes between Draft & Final?



Expand Clean Vehicle Incentives

Increasing funding for clean vehicles helped to accelerate the region's shift towards clean vehicles and reduce emissions at a faster rate than envisioned by CARB.



Expand Commute Trip Reduction Programs and Transportation Demand Management Initiatives

Strategies for major employers to incentivize sustainable commutes, combined with regional parking initiatives, enabled progress toward the target.



Expand Per-Mile Tolling and Allow a Greater Mix of Housing Densities & Types in Growth Areas

By doubling down on existing Draft Blueprint strategies as identified in the September action item, additional emission reductions were possible.



Marin Headlands (Image Source: Flickr, Creative Commons)

Final Blueprint: More Affordable than Draft



- Will Bay Area residents spend less on housing and transportation?
Yes.
 - Housing cost burden declines significantly from 2015 levels, especially for those with the fewest means to afford Bay Area homes.
- Will the Bay Area produce and preserve more affordable housing?
Yes.
 - Final Blueprint strategies to expand preservation and production of affordable units result in more than one-quarter of regional housing stock as deed-restricted affordable by 2050.

Share of <u>average</u> household income spent on housing + transportation	58%	in <u>2015</u>
	48%	in <u>Draft 2050</u>
	45%	in <u>Final 2050</u>

Share of <u>low-income</u> household income spent on housing + transportation	113%	in <u>2015</u>
	83%	in <u>Draft 2050</u>
	58%	in <u>Final 2050</u>

Final Blueprint: More Connected than Draft



- Will Bay Area residents be able to access their destinations more easily?
Yes, if using public transit.
 - Access to destinations by public transit continue to grow, while means-based road pricing helps to manage congestion and provide reliable auto travel times.
- Will Bay Area residents have a transportation system they can rely on?
Yes, especially for motorists.
 - While freeway reliability improves due to Final Blueprint strategies, transit crowding remains an ongoing concern on select systems in the medium-to-long term.

<i>Jobs accessible by transit in 45 minutes or less (average Bay Area resident)</i>	131k	in <u>2015</u>
	254k	in <u>Draft 2050</u>
	276k	in <u>Final 2050</u>

<i>Jobs accessible by transit in 45 minutes or less (average resident in Community of Concern)</i>	201k	in <u>2015</u>
	389k	in <u>Draft 2050</u>
	427k	in <u>Final 2050</u>

Final Blueprint: More Diverse than Draft



- Will Bay Area communities be more inclusive?
To a limited degree, yes.
- While Plan Bay Area 2050 makes some headway by focusing affordable housing in transit-rich, high-resource areas, RHNA is likely to go even further.
- Will Bay Area residents be able to stay in place?
It depends.
- While new strategies both expand protections for renters and generate much-needed affordable housing, some low-income residents may end up relocating to seek improved housing or other amenities.

Share of low-income households in High-Resource Areas	20%	in <u>2015</u>
	22%	in <u>Draft 2050</u>
	24%	in <u>Final 2050</u>

Share of Growth Geography tracts at risk of displacement	42% <u>Draft</u>	17% <u>Final</u>
Share of Communities of Concern tracts at risk of displacement	42% <u>Draft</u>	40% <u>Final</u>

Final Blueprint: Healthier than Draft



- Will Bay Area residents be healthier and safer?
Yes.
 - Strategies to invest in parks and open space - focused in disinvested communities - provide more opportunities for recreation.
- Will the environment of the Bay Area be healthier and safer?
Yes.
 - In addition to reduced GHG emissions for transportation, building modernization strategies create jobs, improve energy efficiency, and reduce water consumption.

Acres of urban parks per 1,000 residents (<u>regionwide</u>)	1.7	in <u>2015</u>
	1.7	in <u>Draft 2050</u>
	2.1	in <u>Final 2050</u>

Acres of urban parks per 1,000 residents (<u>Communities of Concern</u>)	1.4	in <u>2015</u>
	1.4	in <u>Draft 2050</u>
	2.3	in <u>Final 2050</u>

Final Blueprint: Resilience Highlights



One common question during the Blueprint planning process relates to how resilience is integrated into the Plan. **Plan Bay Area 2050 is the first comprehensive regional plan featuring multi-hazard strategies to reduce risks, paired with exclusion of unmitigated high-hazard risk areas from the Growth Geographies.**



Source: Southern Marin Fire Protection District

A suite of strategies works together to reduce wildfire risks in the Final Blueprint, including:

- Maintain Urban Growth Boundaries
- Protect and Manage High-Value Conservation Land
- Modernize Existing Residential Buildings



A single, unifying strategy focuses attention on adapting to sea level rise, protecting nearly all communities at risk from two feet of permanent inundation* plus 100,000 acres of marsh restoration.

** Per State guidance; less than 1% chance of greater inundation by year 2050.*



Building retrofit strategies tackle seismic and drought deficiencies, with a focus on older residential structures and providing means-based subsidies to do so.

Final Blueprint: More Vibrant than Draft

- Will jobs and housing be more balanced?
Yes.
 - Even more improvement in the intraregional jobs-housing balance in Final Blueprint help to reduce commute distances, especially for workers with low incomes.
- Will the Bay Area economy thrive?
Yes.
 - In addition to the robust long-term growth forecasted in the Draft Blueprint, business incubators and job training programs help support more middle-wage jobs in industrial lands across the Bay Area.

<i>Jobs-housing ratio for combined West & South Bay subregion</i>	1.8	in <u>2015</u>
	1.6	in <u>Draft 2050</u>
	1.5	in <u>Final 2050</u>

<i>Median commute distance for workers with low incomes (in miles)</i>	10	in <u>2015</u>
	12	in <u>Draft 2050</u>
	9	in <u>Final 2050</u>

What's Next?

Transitioning to the Final Phase of
Plan Bay Area 2050

Winter/Spring: Public and Stakeholder Engagement

Winter 2021
Focus on
Implementation Plan
Development



Ongoing small-group stakeholder meetings and CBO focus groups to discuss potential implementation actions



Online survey & text-based service (for those without internet access) to prioritize strategies to advance/implement first

Spring 2021
Focus on
Draft *Implementation Plan*,
Draft *Plan Document*, and
Draft *EIR Release*



Videos, podcasts, and/or webinars in multiple languages



Virtual public meetings & digital webinars with partners to learn about the draft Plan



Postcards, flyers, telephone comment line, and digital in-language promotion



Virtual scavenger hunt (for youth & young-at-heart)

Seeking Approval: Preferred EIR Alternative

Plan Bay Area 2050
Final Blueprint



No Project Alternative
as required by CEQA

Alternative #1
based upon comments received in scoping

Alternative #2
based upon comments received in scoping

*Alternatives will be finalized
this winter with a focus on
reducing environmental
impacts, as required by
CEQA.*

Staff Recommendation:
*Approve MTC Resolution
No. 4451 and ABAG
Resolution No. 01-2021
to Advance as Preferred
EIR Alternative*

**Environmental
Impact Report
(EIR)**

A BLUEPRINT FOR THE BAY AREA'S FUTURE



What is Plan Bay Area 2050?

Plan Bay Area 2050 is the long-range plan now being developed by the Metropolitan Transportation Commission and the Association of Bay Area Governments to guide the growth of our nine-county region for the next generation. Scheduled for completion in 2021, the plan integrates strategies for transportation, housing, the environment and the economy.

What requirements must Plan Bay Area 2050 meet?

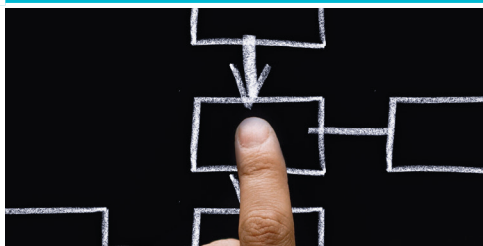
The plan must work to advance the Vision and Guiding Principles adopted by MTC and ABAG in 2019 — to ensure that the Bay Area in 2050 is more affordable, connected, diverse, healthy and vibrant for all. Furthermore, among many statutory requirements, the plan must meet or exceed a 19 percent per capita greenhouse gas (GHG) emissions reduction target for light-duty vehicles by 2035, while planning for sufficient housing at all income levels.

What is the Final Blueprint?



The Final Blueprint integrates 35 bold, equitable and resilient strategies—building upon the predecessor Horizon Initiative—to tackle the region's transportation, housing, economic and environmental challenges.

What is a “strategy”?



A strategy is either a public policy or set of investments that can be implemented in the Bay Area over the next 30 years. A strategy is not a near-term action, a mandate for a jurisdiction or agency, or a legislative proposal. In addition, because Plan Bay Area 2050 must be fiscally constrained, not every strategy can be integrated into the plan given finite available revenues.

Who implements these strategies?



Strategies in Plan Bay Area 2050 can be implemented at the local, regional, or state levels. Specific implementation actions and the role for MTC and ABAG are being identified through a collaborative Implementation Plan process between fall 2020 and summer 2021. [See inside to learn more about the Final Blueprint strategies.](#)

Four Elements of Plan Bay Area 2050



TRANSPORTATION



HOUSING



ECONOMY



ENVIRONMENT



Key Milestones

SPRING

- Analyze Draft Blueprint Outcomes

SUMMER

- Convene Public and Stakeholder Workshops
- Revise Strategies for Final Blueprint

FALL

- Adopt Final Blueprint
- Advance to Environmental Impact Report (EIR)

WINTER

- Conduct Environmental Analysis
- Develop Implementation Plan



Transportation Strategies – Cost : \$579 Billion

Maintain and Optimize the Existing System

Restore, Operate and Maintain the Existing System. Commit to operate and maintain the Bay Area's roads and transit infrastructure, while restoring transit service frequencies to 2019 levels no later than 2035.

\$390
BILLION

Support Community-Led Transportation Enhancements in Communities of Concern. Provide direct funding to historically marginalized communities to fund locally identified transportation needs.

\$8
BILLION

Enable a Seamless Mobility Experience. Eliminate barriers to multi-operator transit trips by streamlining fare payment and trip planning, while requiring schedule coordination at timed transfer hubs.

\$3
BILLION

Reform Regional Transit Fare Policy. Streamline fare payment and replace existing operator- specific discounted fare programs with an integrated fare structure across all transit operators.

\$10
BILLION

Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives. Apply a per-mile charge on auto travel on select congested freeway corridors where transit alternatives exist, with discounts for carpoolers, low-income residents, and off-peak travel, with excess revenues reinvested into transit alternatives in the corridor.

\$1
BILLION

Improve Interchanges and Address Highway Bottlenecks. Rebuild interchanges and widen key highway bottlenecks to achieve short-to-medium-term congestion relief.

\$11
BILLION

Advance Other Regional Programs and Local Priorities. Fund regional programs like Clipper and 511, while supporting local transportation investments on arterials and local streets.

\$18
BILLION

Create Healthy and Safe Streets

Build a Complete Streets Network. Enhance streets to promote walking, biking, and other micro-mobility through sidewalk improvements, car-free slow streets, and 10,000 miles of bike lanes or multi-use paths.

\$13
BILLION

Advance Regional Vision Zero Policy through Street Design and Reduced Speeds. Reduce speed limits to 20 to 35 miles per hour on local streets and 55 miles per hour on freeways, relying on design elements on local streets and automated speed enforcement on freeways.

\$4
BILLION

Build a Next-Generation Transit Network

Enhance Local Transit Frequency, Capacity and Reliability. Improve the quality and availability of local bus and light rail service, with new bus rapid transit lines, South Bay light rail extensions, and frequency increases focused in lower-income communities.

\$31
BILLION

Expand and Modernize the Regional Rail Network. Better connect communities while increasing frequencies by advancing a New Transbay Rail Crossing, BART to Silicon Valley Phase 2, Valley Link and Caltrain/High-Speed Rail Grade Separations, among other projects.

\$81
BILLION

Build an Integrated Regional Express Lane and Express Bus Network. Complete the buildout of the Regional Express Lanes Network to provide uncongested freeway lanes for expanded express bus services, carpools and toll-paying solo drivers.

\$9
BILLION



Housing Strategies – Cost : \$468 Billion

Protect and Preserve Affordable Housing

Further Strengthen Renter Protections Beyond State Legislation. Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.

**\$2
BILLION**



Preserve Existing Affordable Housing. Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing.

**\$237
BILLION**

Spur Housing Production at All Income Levels

Allow a Greater Mix of Housing Densities and Types in Growth Geographies. Allow a variety of housing types at a range of densities to be built in Priority Development Areas, select Transit-Rich Areas, and select High-Resource Areas.

N/A



Build Adequate Affordable Housing to Ensure Homes for All. Construct enough deed-restricted affordable homes necessary to fill the existing gap in housing for the unhoused community and to meet the needs of low-income households.

**\$219
BILLION**

Integrate Affordable Housing into All Major Housing Projects. Require a baseline of 10 to 20 percent of new market-rate housing developments of 5 units or more to be affordable to low-income households.

N/A

Transform Aging Malls and Office Parks into Neighborhoods. Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing at all income levels.

N/A

Create Inclusive Communities

Provide Targeted Mortgage, Rental and Small Business Assistance to Communities of Concern. Provide assistance to low-income communities and communities of color to address the legacy of exclusion and predatory lending, while helping to grow locally owned businesses.

**\$10
BILLION**



Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services. Help public agencies, community land trusts and other non-profit landowners to accelerate development of mixed-income affordable housing.

N/A



Economic Strategies – Cost : \$234 Billion

Improve Economic Mobility

Implement a Statewide Universal Basic Income. Provide an average \$500 per month payment to all Bay Area households to improve family stability, promote economic mobility and increase consumer spending.

**\$205
BILLION**



Expand Job Training and Incubator Programs. Fund assistance programs for establishing a new business, as well as job training programs, primarily in historically disinvested communities.

**\$5
BILLION**

Invest in High-Speed Internet in Underserved Low-Income Communities. Provide direct subsidies and construct public infrastructure to ensure all communities have affordable access to high-speed internet.

**\$10
BILLION**

Shift the Location of Jobs

Allow Greater Commercial Densities in Growth Geographies. Allow greater densities for new commercial development in select Priority Development Areas and select Transit-Rich Areas to encourage more jobs to locate near public transit.

N/A



Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit. Provide subsidies to encourage employers to relocate offices to housing-rich areas near regional rail stations.

**\$10
BILLION**

Retain and Invest in Key Industrial Lands. Implement local land use policies to protect key industrial lands identified as Priority Production Areas, while funding key infrastructure improvements in these areas.

**\$4
BILLION**



Environmental Strategies – Cost : \$102 Billion

Reduce Risks from Hazards

Adapt to Sea Level Rise. Protect shoreline communities affected by sea level rise, prioritizing areas of low costs and high benefits and providing additional support to vulnerable populations.

**\$19
BILLION**



Provide Means-Based Financial Support to Retrofit Existing Residential Buildings. Adopt building ordinances and incentivize retrofits to existing buildings to meet higher seismic, wildfire, water and energy standards, providing means-based subsidies to offset associated costs.

**\$15
BILLION**

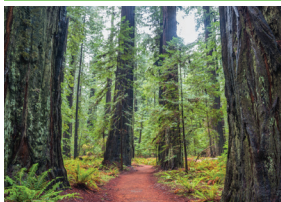
Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings. Support electrification and resilient power system upgrades in all public and commercial buildings.

**\$18
BILLION**

Expand Access to Parks and Open Space

Maintain Urban Growth Boundaries. Using urban growth boundaries and other existing environmental protections, confine new development within areas of existing development or areas otherwise suitable for growth, as established by local jurisdictions.

N/A



Protect and Manage High-Value Conservation Lands. Provide strategic matching funds to help conserve and maintain high-priority natural and agricultural lands, including but not limited to Priority Conservation Areas and wildland-urban interface lands.

**\$15
BILLION**

Modernize and Expand Parks, Trails and Recreation Facilities. Invest in quality parks, trails and open spaces that provide inclusive recreation opportunities for people from all backgrounds, abilities and ages to enjoy.

**\$30
BILLION**

Reduce Climate Emissions

Expand Commute Trip Reduction Programs at Major Employers. Set a sustainable commute target for major employers as part of an expanded Bay Area Commuter Benefits Program, with employers responsible for funding incentives and disincentives to shift auto commuters to any combination of telecommuting, transit, walking, and/or bicycling.

N/A



Expand Clean Vehicle Initiatives. Expand investments in clean vehicles, including more fuel-efficient vehicles and electric vehicle subsidies and chargers.

**\$4
BILLION**

Expand Transportation Demand Management Initiatives. Expand investments in programs like vanpools, bikeshare, carshare and parking fees to discourage solo driving.

**\$1
BILLION**

ADVANCING EQUITY WITH BOLD STRATEGIES

As a cross-cutting issue of Plan Bay Area 2050, staff has worked to weave equity into every single strategy for the Final Blueprint.



AFFORDABLE



Consistent regional means-based discounts for fares and tolls.



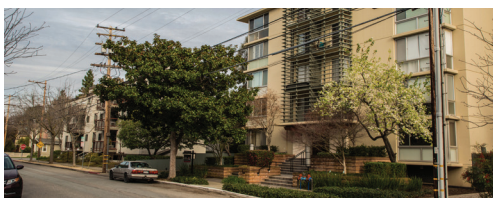
CONNECTED



Service frequency increases in currently underserved PDAs and community-prioritized transportation improvements.



DIVERSE



Emphasis on growth in High-Resource Areas to address the legacy of race-based exclusion.



HEALTHY



Prioritization of retrofit assistance and sea level rise infrastructure in lower-income communities.



VIBRANT



Universal basic income to help enable greater economic mobility.



**Stay
Involved!**

Visit planbayarea.org to stay informed on the Plan Bay Area 2050 process and learn about future opportunities to provide your input. You can also follow MTC BATA on social media.



@mtcbata

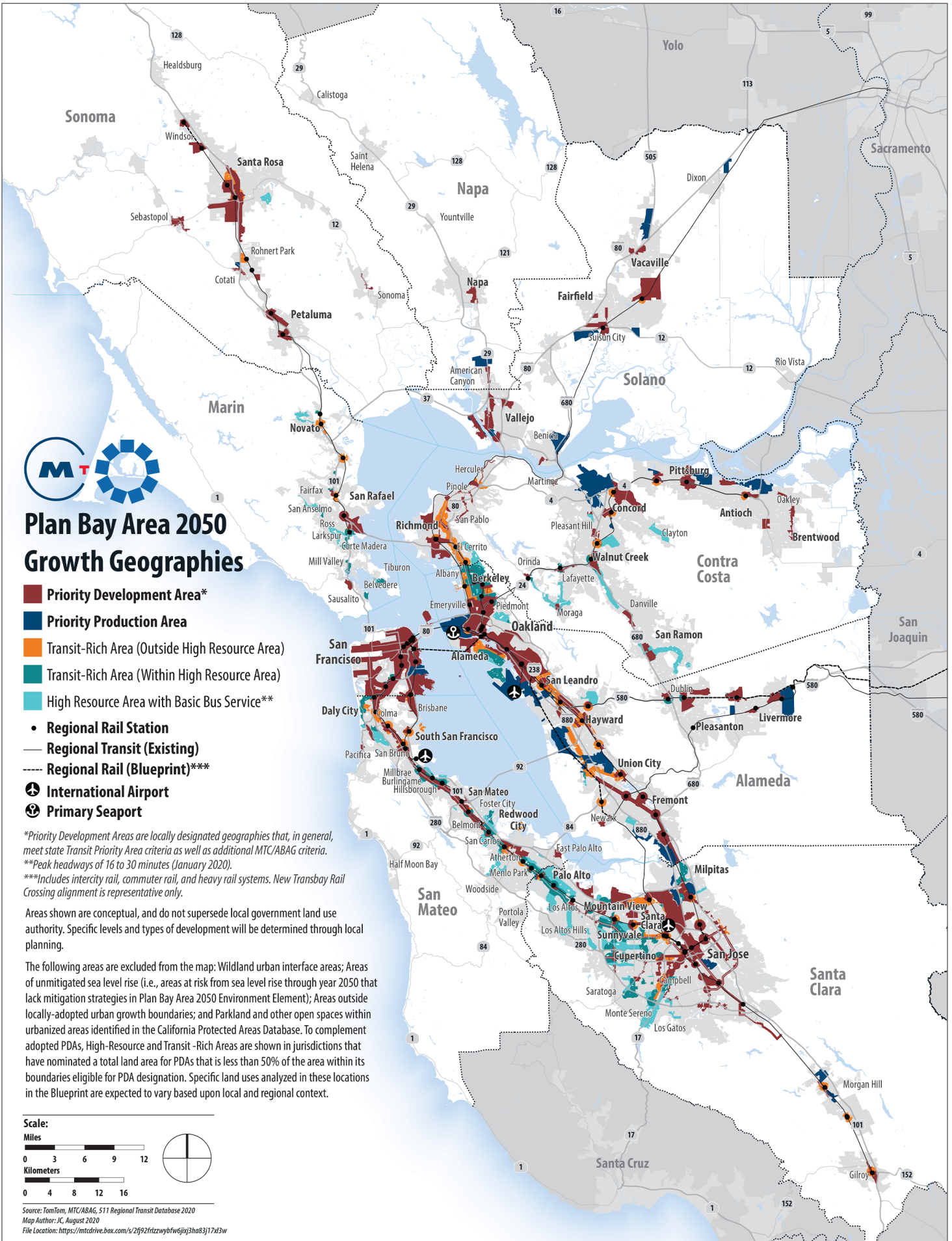
#BayArea2050



MTCBATA



@MTCBATA



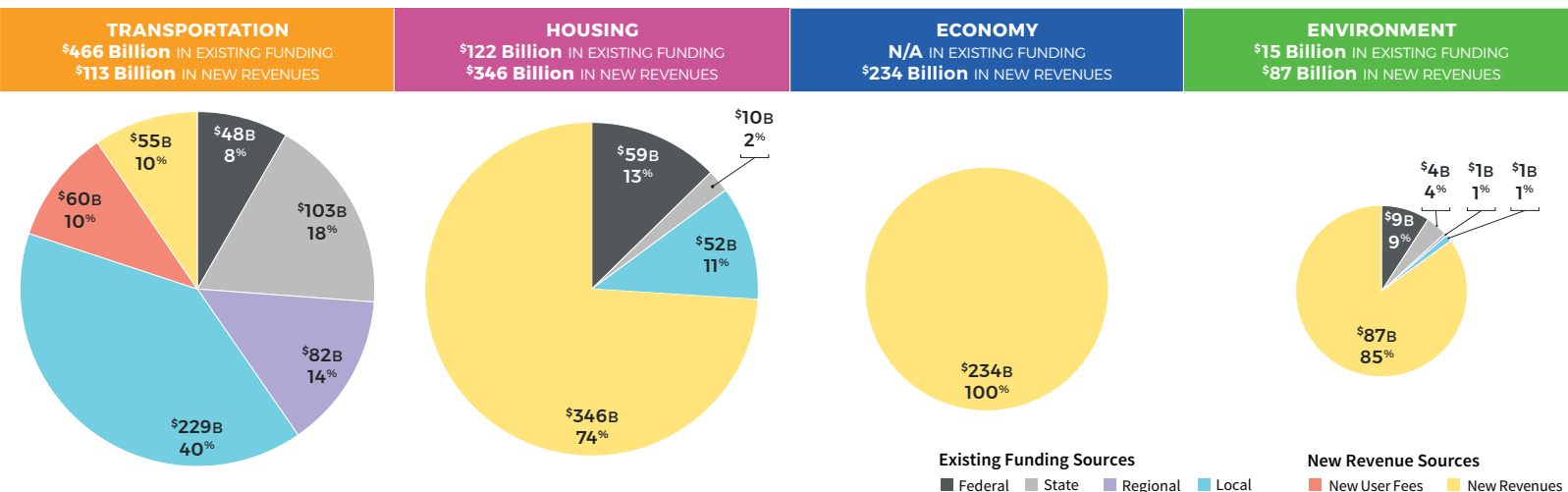


INVESTMENT ANALYSIS

PLAN BAY AREA 2050

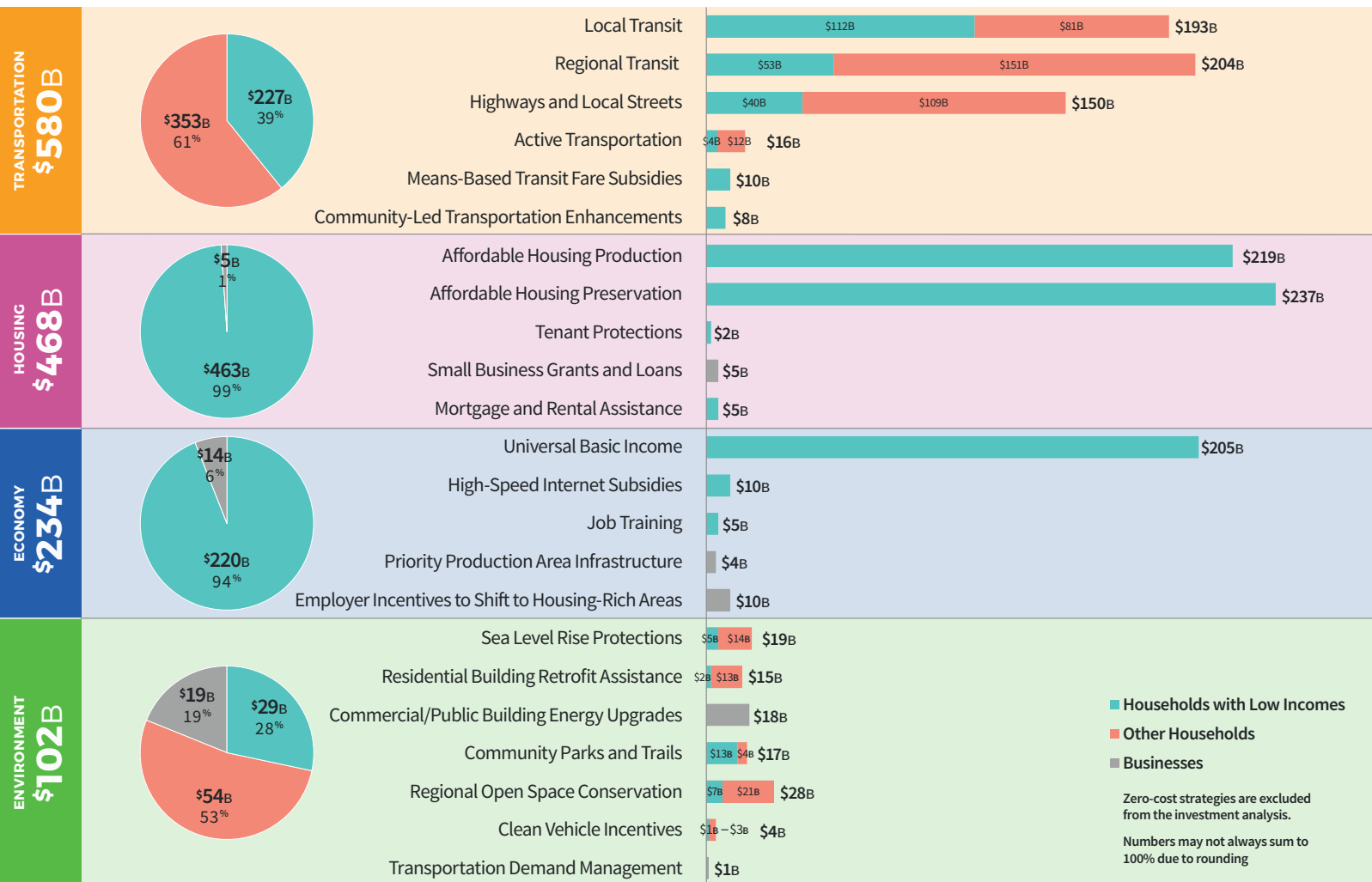
What are the Sources of Final Blueprint Investments?

The Final Blueprint anticipates total inflation-adjusted revenues of nearly \$1.4 trillion across the four topic areas of transportation, housing, economy and environment during the plan period, from 2021 to 2050. Nearly \$603 billion is expected from existing funding sources, after accounting for impacts of the COVID-19 recession. The remaining \$780 billion is expected from a mix of new revenues, including per-mile freeway tolls, parking fees and other regional funding measures. These could reflect a mix of state, regional, and local sources – ranging from sales taxes to income taxes to property taxes – implemented in a phased manner over the coming decades.



Who Benefits from Final Blueprint Investments?

Each Final Blueprint strategy was carefully crafted to advance equity, with an emphasis on channeling strategy-related investments toward households with low incomes (under \$45,000 per year) - roughly a quarter of all households. Investments in the housing and economy elements are directed almost exclusively toward households with low incomes, while transportation and environment investments are split between households with low incomes and other households.





EQUITY AND PERFORMANCE OUTCOMES

Organized by the Plan Bay Area 2050 Guiding Principles, several metrics help answer two key questions per Guiding Principle. Icons indicate whether outcomes are favorable. Accompanying text sheds light on how Final Blueprint strategies and assumptions contribute to performance outcomes, and metrics highlight impacts on disadvantaged populations where feasible.

KEY DEFINITIONS IN METRICS

2015 Refers to simulated 2015 conditions, which were calibrated to closely match on-the-ground conditions.

2050 Blueprint Reflects simulated 2050 outcomes if population and job growth continue according to the Plan Bay Area 2050 Regional Growth Forecast and all 35 Final Blueprint strategies are implemented.

Households with Low Incomes Households with an annual income of less than \$45,000 in today's dollars; shown where feasible to parse out equity impacts.

Communities of Concern (CoCs) Census tracts with a significant concentration of underserved populations, including people of color and households with low incomes; updated using latest ACS data.

High-Resource Areas State-designated areas with access to well-resourced schools, open space, jobs and services.

Transit-Rich Areas State-designated areas within ½ mile of a rail station, ferry terminal, or frequent bus stop (every 15 minutes or better in peak periods).

Priority Production Areas Locally-identified industrial districts that support industries that are critical to the functioning of the Bay Area economy and are home to middle wage jobs.

What are the Key Equity and Performance Outcomes of the Final Blueprint?

All dollar values shown as part of the Equity and Performance outcomes are in year 2020 dollars.

OUTCOMES LEGEND



Moving in the Right Direction



Mixed Outcomes



Moving in the Wrong Direction



AFFORDABLE

WILL BAY AREA RESIDENTS SPEND LESS ON HOUSING AND TRANSPORTATION?

		HOUSING AND TRANSPORTATION COSTS AS SHARE OF INCOME		2015	2050 FINAL BLUEPRINT
		Housing and Transportation	Households with Low Incomes	113%	58%
			All Households	58%	45%
	Housing		Households with Low Incomes	68%	29%
			All Households	33%	21%
	Transportation		Households with Low Incomes	45%	29%
			All Households	25%	24%
		TRANSPORT EXPENSES PER TRIP		2015	2050 FINAL BLUEPRINT
		Average Fare per Transit Trip	Households with Low Incomes	\$2.78	\$1.49
			All Households	\$3.16	\$2.87
	Average "Out-of-Pocket" Cost per Auto Trip		Households with Low Incomes	\$1.39	\$2.37
			All Households	\$1.57	\$2.73
	Average Parking Cost per Auto Trip		Households with Low Incomes	\$0.37	\$1.11
			All Households	\$0.31	\$0.93
	Average Toll per Auto Trip		Households with Low Incomes	\$0.05	\$0.11
			All Households	\$0.08	\$0.23



WILL THE BAY AREA PRODUCE AND PRESERVE MORE AFFORDABLE HOUSING?

		SHARE OF HOUSING THAT IS DEED-RESTRICTED AFFORDABLE		2015	2050 FINAL BLUEPRINT
		Region-Wide		4%	27%
		Communities of Concern		11%	39%
		High-Resource Areas		2%	24%
		SHARE OF NEW HOUSING PRODUCTION (2015-50) THAT IS DEED-RESTRICTED AFFORDABLE		Region-Wide	35%
				Communities of Concern	33%
				High-Resource Areas	42%
	Along with acquisition of currently affordable homes, the affordable housing preservation strategy ensures that all existing deed-restricted affordable units at risk of conversion to market-rate units are converted to permanently affordable homes.	SHARE OF AT-RISK AFFORDABLE HOUSING PRESERVED AS PERMANENTLY AFFORDABLE		Region-Wide	100%

What are the Key Equity and Performance Outcomes of the Final Blueprint?



WILL BAY AREA RESIDENTS BE ABLE TO ACCESS THEIR DESTINATIONS MORE EASILY?

	The number of jobs accessible within a 30-minute drive increases by over 200,000 jobs between 2015 and 2050; however, the share of the region’s jobs that can be accessed is forecasted to stay roughly similar, with marginally improved outcomes for Community of Concern residents. While the number of jobs accessible within a 45-minute transit trip remains lower than the number within a 30-minute drive, focused housing growth in Transit-Rich Areas and transit expansion strategies significantly improve the share of jobs accessible by transit. Biking and walking access also both increase slightly, mainly due to greater housing and commercial densities in growth areas. Overall, Community of Concern residents have greater job accessibility than the average Bay Area resident in 2015, with Final Blueprint strategies further advancing equitable outcomes.	NUMBER AND SHARE OF ALL BAY AREA JOBS THAT ARE ACCESSIBLE BY		2015		2050 FINAL BLUEPRINT	
				Number of Jobs	Share of Jobs	Number of Jobs	Share of Jobs
		Auto (30 min)	Communities of Concern Residents	741,000	19.2%	1,060,000	19.6%
			All Residents	687,000	17.8%	930,000	17.2%
		Transit (45 min) (access by walk)	Communities of Concern Residents	201,000	5.2%	427,000	7.9%
			All Residents	131,000	3.1%	276,000	5.1%
		Bike (20 min)	Communities of Concern Residents	112,000	2.9%	184,000	3.4%
			All Residents	89,000	2.3%	146,000	2.7%
		Walk (20 min)	Communities of Concern Residents	12,000	0.3%	22,000	0.4%
All Residents	8,000		0.2%	11,000	0.2%		
	Nearly half of all households, and over two-thirds of households with low incomes, live within a half-mile of high-frequency transit, including rail, ferry and frequent bus stops, in 2050. The Final Blueprint focuses new affordable housing development in Transit-Rich Areas, while also investing in transit service increases. Due to the more dispersed nature of job growth, the share of jobs near high-frequency transit remains relatively constant.	SHARE OF HOUSEHOLDS AND JOBS WITHIN 1/2 MILE OF FREQUENT TRANSIT			2015	2050 FINAL BLUEPRINT	
		Households	Households with Low Incomes		42%	71%	
			All Households		33%	46%	
		Jobs	All Jobs		49%	51%	
			Retail Jobs		45%	50%	

WILL BAY AREA RESIDENTS HAVE A TRANSPORTATION SYSTEM THEY CAN RELY ON?

—	Given a 35% increase in population by 2050, increases in freeway travel times are inevitable in the absence of new measures. Final Blueprint strategies such as per-mile tolling on key freeway corridors and other transportation demand management strategies, along with focused housing growth in key growth geographies, help maintain travel times near existing levels, even as lower speed limits reduce free-flow travel times.	FREEWAY CORRIDOR PEAK-HOUR TRAVEL TIME (MINUTES)		2015	2050 FINAL BLUEPRINT
		Most of Route Features All-Lane Tolling	Oakland-San Francisco	30	31
			Vallejo-San Francisco	57	58
			Antioch-San Francisco	75	79
			Antioch-Oakland	47	50
			San Jose-San Francisco	64	68
			Oakland-San Jose	56	56
			Oakland-Palo Alto	54	56
		Partial or No Tolling on Route	Fairfield-Dublin	48	50
			Livermore-San Jose	48	62
			Santa Rosa-San Francisco	69	75
➔	With population growth and the full suite of Final Blueprint strategies, transit boardings nearly triple by 2050. While increased ridership supports critical climate goals, overcrowding on transit vehicles, which risks denial of boardings, is anticipated to rise. Final Blueprint strategies that optimize and expand transit service help maintain crowding levels close to existing conditions for some operators, but the transit service improvements are insufficient to fully manage overcrowding in the long term. Operators not listed do not have overcrowding challenges in 2050.	PERCENT OF PERSON HOURS IN TRANSIT SPENT IN CROWDED CONDITIONS		2015	2050 FINAL BLUEPRINT
		Local Transit	Muni Bus	20%	28%
			AC Transit Local Bus	0%	31%
			Muni Light Rail	32%	22%
			VTA Light Rail	0%	33%
		Regional Transit	AC Transit Transbay Bus	47%	32%
			Golden Gate Express Bus	30%	72%
			BART	19%	18%
			Caltrain	8%	46%
			WETA Ferry	14%	9%
—	In 2015, 30% of all transit vehicles had exceeded their federally recommended lifespans. As the Final Blueprint only includes sufficient maintenance funding to retain existing conditions, this metric remains mostly unchanged through 2050.	SHARE OF TRANSIT ASSETS PAST THEIR USEFUL LIFE BENCHMARK		2015	2050 FINAL BLUEPRINT
		Vehicle Assets		30%	30%
		Non-Vehicle Assets		18%	18%

What are the Key Equity and Performance Outcomes of the Final Blueprint?



WILL BAY AREA COMMUNITIES BE MORE INCLUSIVE?

	<p>The share of households with low incomes increases in Transit-Rich and High-Resource Areas. Further, the same share decreases in Communities of Concern. Together, these trends suggest lower concentrations of poverty or affluence, and more mixed-income communities in 2050. Focused production and preservation of affordable housing in High-Resource Areas increases access to places of greatest opportunity for households with low incomes, helping reverse historically exclusionary policies in many of these communities.</p> <p>NOTE: The positive effects of the Universal Basic Income strategy in reducing income inequality and decreasing the share of households with low incomes were omitted from the calculation to have a clearer understanding of the trends.</p>	SHARE OF HOUSEHOLDS THAT ARE HOUSEHOLDS WITH LOW INCOMES		2015	2050 FINAL BLUEPRINT
		Region-Wide		26%	28%
		Transit-Rich and High-Resource Areas		24%	36%
		Transit-Rich Areas		32%	39%
		High-Resource Areas		20%	24%
		Communities of Concern		43%	41%
	<p>The Final Blueprint enables intergenerational wealth-building opportunities with strategies that support nearly 100,000 households with low incomes to own their first home.</p>	HOME OWNERSHIP RATE FOR HOUSEHOLDS WITH LOW INCOMES		2015	2050 FINAL BLUEPRINT
				37%	47%

WILL BAY AREA RESIDENTS BE ABLE TO STAY IN PLACE?

	<p>Region-wide, the share of neighborhoods that experience a net loss in the number of households with low incomes between 2015 and 2050 is 48%. This metric is mainly driven by households with low incomes relocating to growth geographies – neighborhoods near frequent transit and/or in high-resource areas – where much of the new affordable housing is being developed under Final Blueprint strategies. Growth geographies also experience some displacement, but analysis indicates that much of this displacement is actually households with low incomes relocating between these neighborhoods, rather than being displaced to neighborhoods that lack quality transit or access to opportunity. Furthermore, the displacement risk metric does not fully capture the positive impact of protection policies at the local level, which could further reduce displacement risk and prevent homelessness.</p> <p>NOTE: Displacement is defined as a net loss in number of households with low incomes in the neighborhood (tract) between 2015 and 2050. Gentrification is defined as a drop of over 10% in the share of households with low incomes. The positive effects of the Universal Basic Income strategy in reducing income inequality and decreasing the share of households with low incomes were omitted from the calculation to have a clearer understanding of displacement trends.</p>	SHARE OF NEIGHBORHOODS (TRACTS) THAT EXPERIENCE DISPLACEMENT AND GENTRIFICATION BETWEEN 2015 AND 2050		DISPLACEMENT	GENTRIFICATION
		Region-Wide	All Neighborhoods (total 1579 neighborhoods)	48%	53%
			Communities of Concern (total 339 neighborhoods)	40%	49%
			High Displacement Risk Tracts (total 850 neighborhoods)	37%	44%
		Within Growth Geographies	Growth Geographies (total 492 neighborhoods)	17%	28%
			High-Resource Areas (total 199 neighborhoods)	17%	19%
			Transit-Rich Areas (total 344 neighborhoods)	9%	11%



WILL BAY AREA RESIDENTS BE HEALTHIER AND SAFER?

	With Final Blueprint strategies in place, 98% of all Bay Area households that would be affected by two feet of sea level rise are protected. All common seismically deficient housing types and homes built in high wildfire-risk zones are retrofitted to reduce the likelihood of damage in future earthquakes and wildfires. Retrofit strategies are expected to reduce the risk of damage from earthquakes or wildfire by 25 to 50%.	PERCENT OF HOUSEHOLDS IN RISK-PRONE AREAS/BUILDINGS THAT ARE PROTECTED/RETROFIT	Sea Level Rise (2ft)	Communities of Concern	100%
			Earthquake	All Households	98%
				Communities of Concern	100%
				All Households	100%
				Wildfire High / Medium Risk	Communities of Concern
			All Households	100%	
REDUCTION IN BUILDING RISK EXPOSURE TO DAMAGE FROM EARTHQUAKE OR WILDFIRE			25 to 50%		
	The rate of fatalities and injuries decreases in 2050 with reduced speed limits and enhanced street design under the Vision Zero strategy, but it remains far from zero incidents. Additional education and enforcement actions would be required to make further headway toward this important goal.	ANNUAL INCIDENTS PER ONE HUNDRED THOUSAND RESIDENTS		2015	2050 FINAL BLUEPRINT
		Fatalities		6.0	4.9
		Injuries		26.0	22.7
	Despite increases in population and total miles driven, fine particulate matter emissions (PM2.5) are forecasted to be lower than 2015 levels, driven by cleaner and more fuel-efficient vehicles.	DAILY PM2.5 EMISSIONS (TONS)		5.5	4.4
	Bay Area residents have increased access to recreation opportunities, thanks to Final Blueprint strategies to protect natural lands and invest in parks and trail facilities. Prioritized investments in Communities of Concern help close the gap in park access in historically disinvested communities.	PARKS AND TRAILS PER THOUSAND RESIDENTS		2015	2050 FINAL BLUEPRINT
		Urban Park Acres	Communities of Concern	1.4	2.3
			Region-Wide	1.7	2.1
		Trail Miles	Region-Wide	0.2	0.3
		Publicly Accessible Open Space Acres	Region-Wide	118	148



What are the Key Equity and Performance Outcomes of the Final Blueprint?

WILL THE ENVIRONMENT OF THE BAY AREA BE HEALTHIER AND SAFER?

➔	Greenhouse gas emission levels per capita are forecasted to drop by 22% in 2035 relative to 2005 levels, meeting the state-mandated target of 19% for the region. This is driven by strategies across all four elements of the plan (transportation, housing, economy and environment) primarily by allowance of increased housing and commercial densities in growth geographies, transportation demand management strategies including parking and tolling fees, and significant investment in clean vehicle initiatives. The projected decrease in emissions is even greater when the metric accounts for all vehicle types and future state-imposed restrictions on fuel efficiencies.	DAILY CO2 EMISSIONS PER CAPITA, RELATIVE TO 2005		2015	2035 FINAL BLUEPRINT	2050 FINAL BLUEPRINT
		Cars and Light-Duty Trucks (SB 375)		-1%	-22%	-20%
		All Vehicles (Including Fuel Efficiency Gains)		-7%	-48%	-52%
➔	With more efficient land use patterns, tolling and parking fee strategies, sustainable commute targets for major employers, and increased investment in active and shared modes, the commute mode share of single-occupancy auto travel drops from 51% in 2015 to 36% in 2050, thanks to more people choosing transit, telecommuting, walking and bicycling.	COMMUTE MODE SHARE			2015	2050 FINAL BLUEPRINT
		Auto: Single Occupancy			51%	36%
		Auto: Other			20%	17%
		Transit			13%	20%
		Active Modes (Bike/Walk)			5%	10%
➔	Retrofit strategies for making the Bay Area's existing residential building stock more resource-efficient contribute to significant reductions in the region's carbon footprint as well as water consumption.	EXISTING RESIDENTIAL BUILDING STOCK EFFICIENCY, RELATIVE TO 2015				2050 FINAL BLUEPRINT
		CO ₂ Emissions				-16%
		Energy Consumption				-16%
		Water Consumption				-8%

VIBRANT

WILL JOBS AND HOUSING IN THE BAY AREA BE MORE EVENLY DISTRIBUTED?

	The region-wide jobs-to-housing ratio decreases from 1.50 to 1.34 by 2050, reflecting a higher ratio of housing to job production to accommodate pent-up demand for housing. Final Blueprint strategies that enable more housing in job-rich areas, such as allowances for increased densities in growth geographies and accelerated reuse of public land, were particularly successful in the West and South Bay, bringing the ratio closer to the region-wide average in San Francisco, San Mateo and Santa Clara counties. Meanwhile, encouraging job growth in housing-rich areas continues to be a challenge. Incentives to encourage employers to shift jobs to housing-rich areas bring the ratio closer to the region-wide average in Napa and Solano counties, while Contra Costa and the other North Bay counties continue to have more housing than jobs.	JOBS-HOUSING RATIO	2015	2050 FINAL BLUEPRINT	JOBS-HOUSING RATIO	2015	2050 FINAL BLUEPRINT
		Region-Wide	1.50	1.34	San Francisco	1.86	1.59
		Alameda	1.57	1.40	San Mateo	1.48	1.29
		Contra Costa	1.05	0.97	Santa Clara	1.77	1.50
		Marin	1.24	0.79	Solano	0.93	1.14
		Napa	1.42	1.56	Sonoma	1.18	1.14
	The mean commute distance for all workers decreases slightly, further highlighting the impact of a more balanced distribution of jobs and housing.	MEAN ONE-WAY COMMUTE DISTANCE (MILES)			2015	2050 FINAL BLUEPRINT	
		Workers with Low-Income			9.5	9.0	
		All Workers			12.0	11.5	

WILL THE BAY AREA ECONOMY THRIVE?

➔	The region's economic recovery is expected to be robust through 2050, with a real growth of 66% between 2015 and 2050, even when accounting for the inclusion of significant new regional tax measures to fund transit expansion projects, affordable housing, universal basic income, sea level rise mitigations, and more.	GROSS REGIONAL PRODUCT PER CAPITA (2020 DOLLARS)		2015	2050 FINAL BLUEPRINT
				\$107,000	\$178,000
➔	The long-term growth in number of jobs in high-wage industries continues to outpace overall job growth region-wide. Meanwhile, jobs in middle-wage industries keep pace, with some of that growth occurring in newly designated Priority Production Areas. Universal basic income programs also help to reduce income inequality for those continuing to work in lower-wage occupations.	GROWTH IN NUMBER OF JOBS (FROM 2015 TO 2050)		All Jobs	35%
				Low-Wage Industries	30%
				Middle-Wage Industries	34%
				High-Wage Industries	40%
				Priority Production Areas	83%

GROWTH PATTERN

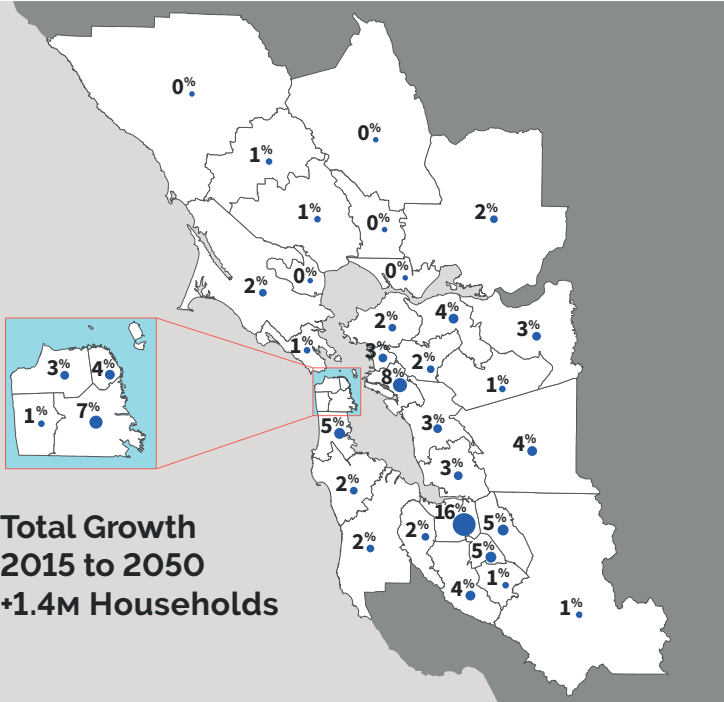
Data tables below summarize the regional, county, and sub-county growth pattern for households and jobs in the Plan Bay Area 2050 Final Blueprint. Jurisdiction-level growth projections are developed solely for the 2023-2031 Regional Housing Needs Allocation (RHNA) process – for more information on RHNA, go to abag.ca.gov.

PROJECTED HOUSEHOLD AND JOB GROWTH, BY COUNTY

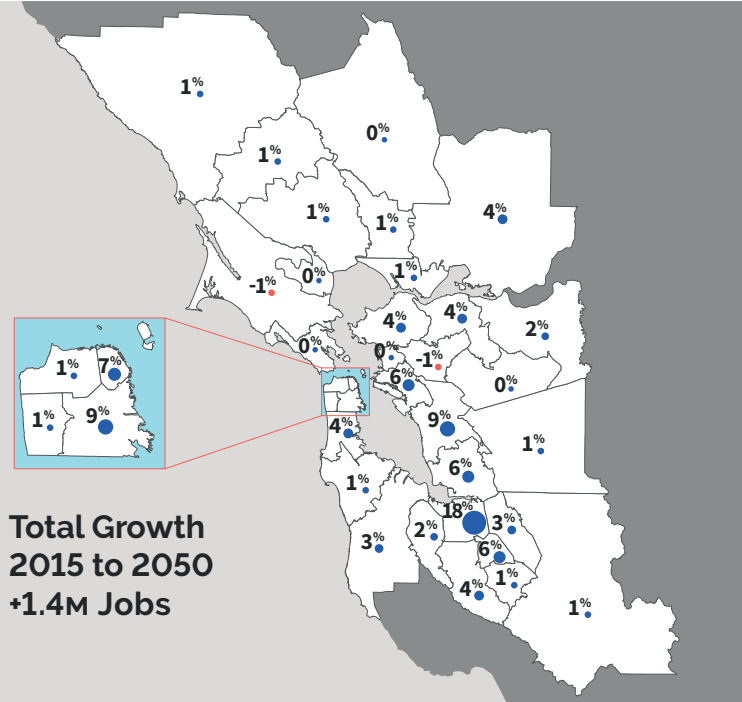
	HOUSEHOLDS					JOBS				
COUNTY	2015	2050	GROWTH	PERCENT GROWTH	SHARE OF REGIONAL GROWTH	2015	2050	GROWTH	PERCENT GROWTH	SHARE OF REGIONAL GROWTH
San Francisco	366,000	578,000	213,000	+58%	16%	682,000	918,000	236,000	+35%	17%
San Mateo	265,000	394,000	129,000	+48%	9%	393,000	507,000	114,000	+29%	8%
Santa Clara	623,000	1,075,000	453,000	+73%	33%	1,099,000	1,610,000	511,000	+46%	36%
Alameda	552,000	847,000	295,000	+54%	22%	867,000	1,182,000	315,000	+36%	22%
Contra Costa	383,000	551,000	169,000	+44%	12%	404,000	534,000	130,000	+32%	9%
Solano	142,000	177,000	35,000	+24%	3%	132,000	201,000	69,000	+53%	5%
Napa	50,000	56,000	5,000	+10%	0%	72,000	87,000	15,000	+21%	1%
Sonoma	188,000	220,000	32,000	+17%	2%	221,000	251,000	30,000	+14%	2%
Marin	109,000	146,000	37,000	+34%	3%	135,000	116,000	-19,000	-14%	-1%
REGION	2,677,000	4,043,000	1,367,000	+51%	100%	4,005,000	5,408,000	1,403,000	+35%	100%

Numbers may not always sum to 100% due to rounding.

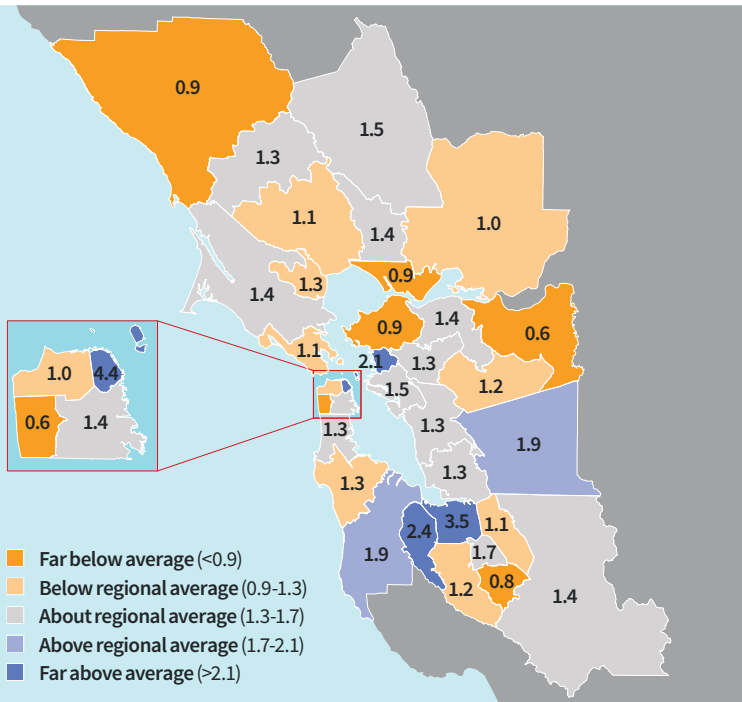
Housing Growth between 2015-2050 (as a Share of Region's Growth)



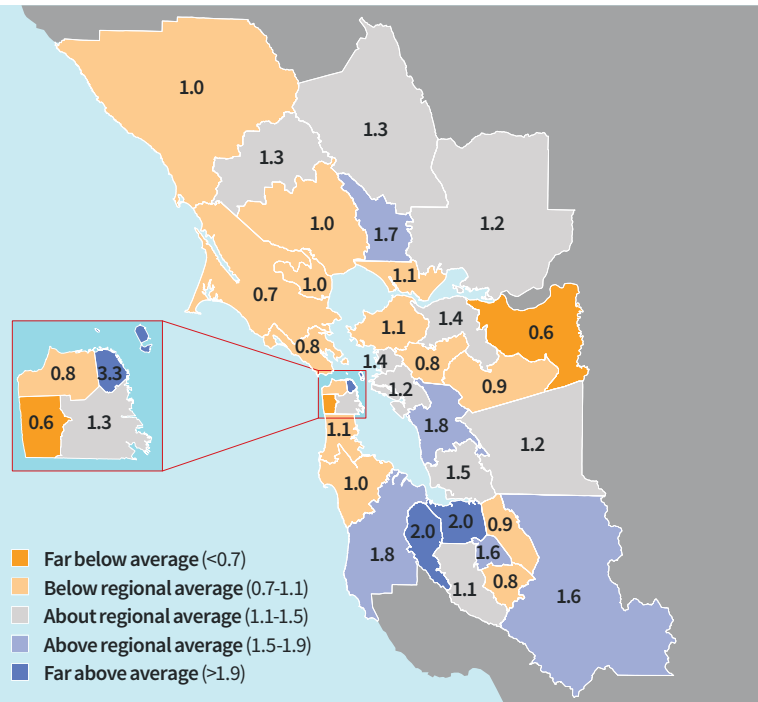
Job Growth between 2015-2050 (as a Share of Region's Growth)



Jobs/Housing Ratio 2015 (Region-Wide Average: 1.5)



Jobs/Housing Ratio 2050 (Region-Wide Average: 1.3)

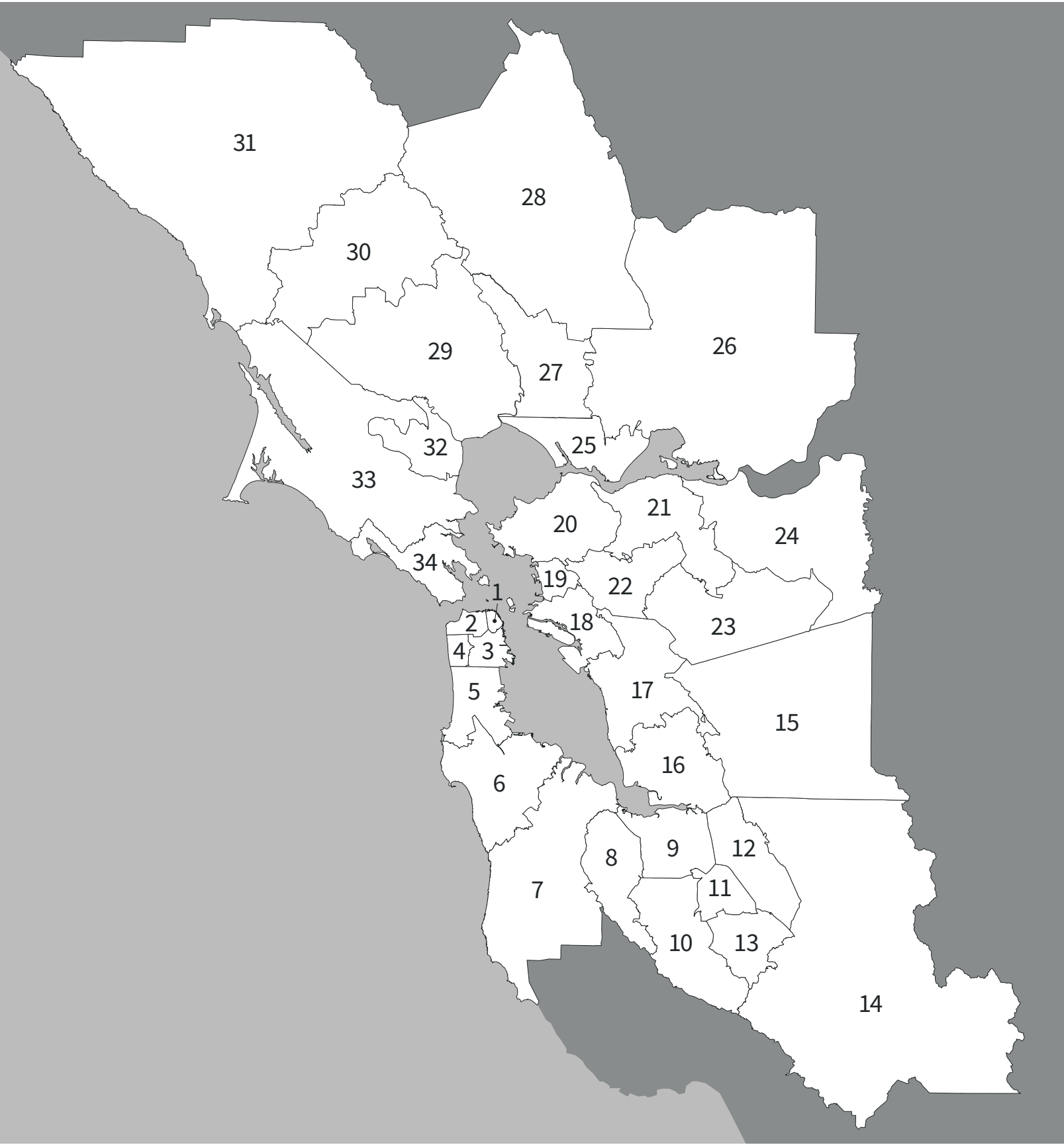


The nine-county Bay Area is divided into 34 subcounty areas, called “superdistricts.” Superdistricts are combinations of cities, towns and unincorporated areas that allow the public to see the more localized growth pattern in Plan Bay Area 2050. More information on the superdistricts can be found in the [layer documentation](#).

			PROJECTED HOUSEHOLD AND JOB GROWTH, BY SUPERDISTRICT									
			HOUSEHOLDS					JOBS				
COUNTY	SUPER-DISTRICT	SUPERDISTRICT NAME	2015	2050	GROWTH	PERCENT GROWTH	SHARE OF REGIONAL GROWTH	2015	2050	GROWTH	PERCENT GROWTH	SHARE OF REGIONAL GROWTH
San Francisco	1	Northeast San Francisco County	85,000	143,000	58,000	+68%	4%	376,000	469,000	93,000	+25%	7%
	2	Northwest San Francisco County	108,000	143,000	35,000	+33%	3%	103,000	110,000	7,000	+7%	1%
	3	Southeast San Francisco County	122,000	223,000	102,000	+83%	7%	173,000	296,000	123,000	+71%	9%
	4	Southwest San Francisco County	51,000	69,000	18,000	+35%	1%	30,000	43,000	13,000	+42%	1%
San Mateo	5	North San Mateo County	98,000	166,000	69,000	+70%	5%	130,000	188,000	58,000	+44%	4%
	6	Central San Mateo County	87,000	121,000	34,000	+39%	2%	110,000	123,000	13,000	+12%	1%
	7	South San Mateo County	80,000	106,000	26,000	+32%	2%	152,000	196,000	44,000	+29%	3%
Santa Clara	8	Northwest Santa Clara County	74,000	102,000	28,000	+38%	2%	180,000	207,000	27,000	+15%	2%
	9	North Santa Clara County	107,000	320,000	212,000	+199%	16%	370,000	629,000	259,000	+70%	18%
	10	West Santa Clara County	121,000	172,000	51,000	+42%	4%	145,000	197,000	52,000	+36%	4%
	11	Central Santa Clara County	105,000	168,000	63,000	+60%	5%	178,000	263,000	86,000	+48%	6%
	12	East Santa Clara County	108,000	180,000	72,000	+67%	5%	121,000	170,000	49,000	+40%	3%
	13	Central South Santa Clara County	73,000	91,000	18,000	+25%	1%	57,000	77,000	21,000	+36%	1%
	14	South Santa Clara County	35,000	43,000	8,000	+24%	1%	49,000	68,000	18,000	+37%	1%
Alameda	15	East Alameda County	72,000	132,000	60,000	+82%	4%	138,000	156,000	18,000	+13%	1%
	16	South Alameda County	105,000	152,000	47,000	+45%	3%	142,000	221,000	79,000	+56%	6%
	17	Central Alameda County	120,000	160,000	40,000	+33%	3%	157,000	285,000	128,000	+82%	9%
	18	North Alameda County	181,000	287,000	107,000	+59%	8%	275,000	358,000	83,000	+30%	6%
	19	Northwest Alameda County	73,000	115,000	42,000	+57%	3%	155,000	162,000	7,000	+5%	0%
Contra Costa	20	West Contra Costa County	89,000	123,000	34,000	+38%	2%	79,000	132,000	52,000	+66%	4%
	21	North Contra Costa County	85,000	134,000	49,000	+58%	4%	121,000	184,000	63,000	+52%	4%
	22	Central Contra Costa County	60,000	89,000	28,000	+47%	2%	81,000	74,000	-7,000	-9%	-1%
	23	South Contra Costa County	55,000	70,000	15,000	+28%	1%	66,000	60,000	-6,000	-9%	0%
	24	East Contra Costa County	94,000	136,000	42,000	+45%	3%	56,000	84,000	28,000	+51%	2%
Solano	25	South Solano County	53,000	57,000	5,000	+9%	0%	45,000	62,000	17,000	+37%	1%
	26	North Solano County	89,000	119,000	30,000	+34%	2%	87,000	139,000	53,000	+61%	4%
Napa	27	South Napa County	34,000	40,000	5,000	+15%	0%	48,000	66,000	19,000	+39%	1%
	28	North Napa County	16,000	16,000	0	+1%	0%	24,000	20,000	-3,000	-14%	0%
Sonoma	29	South Sonoma County	64,000	83,000	19,000	+30%	1%	72,000	80,000	8,000	+11%	1%
	30	Central Sonoma County	88,000	98,000	10,000	+11%	1%	118,000	131,000	14,000	+12%	1%
	31	North Sonoma County	36,000	39,000	3,000	+9%	0%	31,000	40,000	9,000	+28%	1%
Marin	32	North Marin County	23,000	30,000	7,000	+28%	0%	29,000	29,000	0	+0%	0%
	33	Central Marin County	44,000	66,000	22,000	+50%	2%	63,000	49,000	-14,000	-23%	-1%
	34	South Marin County	41,000	50,000	9,000	+21%	1%	44,000	40,000	-4,000	-10%	0%
REGION			2,677,000	4,043,000	1,367,000	+51%	100%	4,005,000	5,408,000	1,403,000	+35%	100%

Numbers may not always sum to 100% due to rounding.

REGIONAL MAP – SUPERDISTRICTS



SUPER-DISTRICT	COUNTY	SUPERDISTRICT NAME	PRIMARY JURISDICTIONS INCLUDED IN SUPERDISTRICT
1	San Francisco	Northeast San Francisco County	San Francisco (partial)
2	San Francisco	Northwest San Francisco County	San Francisco (partial)
3	San Francisco	Southeast San Francisco County	San Francisco (partial)
4	San Francisco	Southwest San Francisco County	San Francisco (partial)
5	San Mateo	North San Mateo County	Brisbane, Colma, Daly City, Pacifica, South San Francisco, Millbrae, San Bruno, Burlingame (partial)
6	San Mateo	Central San Mateo County	Half Moon Bay, Hillsborough, San Mateo, Foster City, Belmont, Burlingame (partial)
7	San Mateo	South San Mateo County	Atherton, Menlo Park, Redwood City, Woodside, East Palo Alto, Portola Valley, San Carlos
8	Santa Clara	Northwest Santa Clara County	Los Altos Hills, Los Altos, Palo Alto (partial), Mountain View (partial)
9	Santa Clara	North Santa Clara County	Sunnyvale, Santa Clara (partial), Mountain View (partial), Milpitas (partial), San Jose (partial), Palo Alto (partial)
10	Santa Clara	West Santa Clara County	Los Gatos, Monte Sereno, Saratoga, Cupertino, Campbell (partial), Santa Clara (partial)
11	Santa Clara	Central Santa Clara County	Campbell (partial), San Jose (partial)
12	Santa Clara	East Santa Clara County	Milpitas (partial), San Jose (partial)
13	Santa Clara	Central South Santa Clara County	San Jose (partial)
14	Santa Clara	South Santa Clara County	Gilroy, Morgan Hill, San Jose (partial)
15	Alameda	East Alameda County	Dublin, Livermore, Pleasanton
16	Alameda	South Alameda County	Newark, Fremont, Union City
17	Alameda	Central Alameda County	San Leandro, Hayward
18	Alameda	North Alameda County	Alameda, Piedmont, Oakland
19	Alameda	Northwest Alameda County	Albany, Berkeley, Emeryville
20	Contra Costa	West Contra Costa County	El Cerrito, Hercules, Pinole, Richmond, San Pablo
21	Contra Costa	North Contra Costa County	Clayton, Pleasant Hill, Concord, Martinez, Lafayette (partial), Pittsburg (partial)
22	Contra Costa	Central Contra Costa County	Moraga, Orinda, Walnut Creek (partial), Lafayette (partial)
23	Contra Costa	South Contra Costa County	Danville, San Ramon, Walnut Creek (partial)
24	Contra Costa	East Contra Costa County	Antioch, Brentwood, Oakley, Pittsburg (partial)
25	Solano	South Solano County	Benicia, Vallejo
26	Solano	North Solano County	Dixon, Fairfield, Rio Vista, Suisun City, Vacaville
27	Napa	South Napa County	American Canyon, Napa
28	Napa	North Napa County	Calistoga, St. Helena, Yountville
29	Sonoma	South Sonoma County	Cotati, Petaluma, Sonoma, Rohnert Park
30	Sonoma	Central Sonoma County	Santa Rosa, Sebastopol
31	Sonoma	North Sonoma County	Cloverdale, Healdsburg, Windsor
32	Marin	North Marin County	Novato
33	Marin	Central Marin County	Fairfax, San Anselmo, San Rafael, Ross
34	Marin	South Marin County	Belvedere, Corte Madera, Mill Valley, Sausalito, Tiburon, Larkspur

Unincorporated areas included in most superdistricts outside San Francisco. Small overlap zones, less than 10 percent of city size, are not shown for clarity.



**Final Blueprint:
Additional Context on Resilience Integration**

The Bay Area is a risk-rich region. No parcel escapes the full range of natural hazards and climate impacts. As part of the Horizon Initiative, the Bay Area's risk was explored in the Regional Growth Strategies Perspective Paper. The paper showed that while there are instances where the region has expanded into zones that are threatened by wildfire and flooding, as well as landslide and liquefaction, much of the region's current footprint has grown in the safest spaces in the region. This historic trend is continued in Plan Bay Area 2050's future Growth Geographies, which are largely located in less hazardous locations

The Plan Bay Area 2050 Final Blueprint balances the tradeoffs to achieve the affordable, connected, diverse, healthy, and vibrant region envisioned. In addition to seeking to avoid high-risk locations for future growth, it relies upon a suite of strategies to limit risks for existing and future communities.

Plan Bay Area 2050 addresses wildfire with many strategies, relying on core adaptation principles: land use, land management, and structural hardening.

- **Land use strategies** ensure that future development is restricted in the most fire-prone places. Plan Bay Area 2050 includes the *Maintain Urban Growth Boundaries* strategy which restricts growth beyond current boundaries and does not allow for *Growth Geographies (PDAs, TPAs, HRAs)* to overlap with the worst fire hazard severity zones. Fire hazard zones are defined by CALFIRE's Very High Fire Hazard Severity Zones in incorporated areas and by High or Very High Fire Hazard Severity Zones in unincorporated areas; these restrictions are augmented by county-adopted Wildland-Urban Interface zones where adopted. This restriction on growth only works because other, safer, and more easily mitigated areas of the region are proposed as areas for future growth. Together, these strategies limit further growth in the areas most at risk of wildfire.
- **Open space and working lands management** is included to reduce the intensity of future fires. The *Protect and Manage High-Value Conservation Land* strategy includes expanded new revenues beyond what already exist to support wildfire management. This strategy is unlikely to fund the level of wildfire management that may be warranted on the 2.2 million acres of existing and new lands as part of the strategy but is supportive of more expansive management programs.

- **Structural hardening** combats the risk in communities already built in the highest fire risk zones. The *Modernize Existing Residential Buildings* strategy is designed to reduce risk in all existing residential buildings (roughly 75,000 units) in the very-high fire hazard zone built before the 2009 wildland urban interface building code. The strategy would require proven structural hardening strategies like roofing and vent replacements and support homeowners with difficult defensible space work.

Together these strategies focus future growth away from the highest fire risk zones, support increased wildland management programs, and support residential building upgrades that reduce the likelihood for damage when fires occur in the wildland urban interface.

Plan Bay Area 2050 addresses sea level rise flooding with one large strategy, *Adapt to Sea Level Rise*. In addition to addressing the historic challenges of temporary riverine flooding, the region will increasingly have to address permanent inundation from sea level rise. While previous iterations of Plan Bay Area acknowledged sea level rise inundation, Plan Bay Area 2050 has integrated this issue area directly into the Plan itself with a built-in strategy to protect communities and infrastructure.

- To do so, staff identified areas with near-term sea level rise exposure and identified and estimated costs for generic adaptation options where permanent inundation occurred. The \$19 billion dollar Adapt to Sea Level Rise strategy included in the plans aims to focus adaption in areas with significant impact, while also ensuring the region has the resources needed to restore and adapt wetlands to hit the regional goal of 100,000 acres.
- All growth geographies, socially vulnerable communities, existing high population and job areas, and regionally significant transportation corridors were protected. Staff also included buyouts for residences that were not protected by the strategy, with those costs included in the \$19 billion dollar total. A longer [six-page briefer](#) describes all the details of how sea level rise was integrated into the plan.

It is not just wildfire and flooding events that will impact the Bay Area region over the next 30 years. There is a 3 in 4 chance of a major earthquake during the plan timeframe and the region and State will continue to need to address drought in addition to other climate change impacts. The *Modernize Existing Residential Building* Strategy addresses residential seismic safety for buildings with proven solutions and expands efforts to lessen the water and energy footprints of older buildings. The region should not stop with the strategies included in Plan Bay Area 2050, with work on local hazard mitigation plans and upcoming housing element updates as ways to advance resilience and reduce risks. Furthermore, there may be opportunities to partner with special districts like flood control and water agencies to advance a larger suite of strategies that meet these important issues.

The Final Blueprint includes an important set of strategies that will help reduce risks for existing and future Bay Area residents. As the Plan Bay Area 2050 process pivots toward the Implementation Plan, there is an opportunity to further strengthen and prioritize strategies that ensure resilience strategies advance over the next five years, making sure that future growth is planned for with key hazards in mind.

Date: January 27, 2021
W.I.: 1121
Referred by: Planning

ABSTRACT

Resolution No. 4451

This resolution approves the Plan Bay Area 2050 Final Blueprint as the Preferred Alternative for analysis in the Plan Bay Area 2050 Environmental Impact Report, as required under the California Environmental Quality Act (CEQA).

Further discussion of this subject is contained in the Planning Committee Summary Sheet dated January 8, 2021.

Date: January 27, 2021
W.I.: 1121
Referred by: Planning

Re: Approval of the Plan Bay Area 2050 Final Blueprint as the Preferred Alternative for Analysis in the Plan Bay Area 2050 Environmental Impact Report (EIR)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4451

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, the California Air Resources Board (CARB) set a higher year 2035 greenhouse gas emission reduction target for cars and light-duty trucks (-19 percent per-capita) for long-range regional plans in all major California metropolitan regions, as of March 2018; 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, ABAG approved the Final Regional Growth Forecast in September 2020, planning for 1.4 million new jobs and 1.4 million new households by 2050; 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 approved a revised set of 35 Strategies for the Plan Bay Area 2050 Final Blueprint in fall 2020 as well as the updated Growth Geographies (MTC Resolution No. 4437 and ABAG Resolution No. 16-2020), and;

WHEREAS, the Final Blueprint was informed by over 33,000 public comments, over 15,000 planning process participants, and over 290 public and stakeholder events through the Plan Bay Area 2050 process to date and its predecessor, the Horizon initiative; and

WHEREAS, MTC and ABAG released the Final Blueprint Outcomes and Growth Pattern in December 2020, demonstrating how Plan Bay Area 2050 advances the adopted Vision; and

WHEREAS, the Final Blueprint meets and exceeds the statutory greenhouse gas emissions established by CARB in March 2018, demonstrating the region's commitment to tackle climate change, while accommodating the Final Regional Growth Forecast; and

WHEREAS, the Final Blueprint, if approved to advance into the Plan Bay Area 2050 Environmental Impact Report, would be analyzed against a reasonable range of alternatives in 2021, as required by the California Environmental Quality Act, prior to Plan Bay Area 2050 adoption; 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 Plan Bay Area 2050 Final Blueprint as the Preferred Alternative for analysis in the Plan Bay Area 2050 Environmental Impact Report.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and remotely on January 27, 2021.

**ASSOCIATION OF BAY AREA GOVERNMENTS
EXECUTIVE BOARD**

ABSTRACT

Resolution No. 01-2021

This resolution adopts the Plan Bay Area 2050 Final Blueprint as the Preferred Alternative for analysis in the Plan Bay Area 2050 Environmental Impact Report, as required under the California Environmental Quality Act (CEQA).

Further discussion of this subject is contained in the Joint MTC Planning Committee with the ABAG Administrative Committee Summary Sheet dated January 8, 2021.

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 01-2021**

RESOLUTION NO. 01-2021

RE: APPROVAL OF THE PLAN BAY AREA 2050 FINAL BLUEPRINT AS THE
PREFERRED ALTERNATIVE FOR ANALYSIS IN THE PLAN BAY AREA 2050
ENVIRONMENTAL IMPACT REPORT (EIR)

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, 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, 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, the California Air Resources Board (CARB) set a higher year 2035 greenhouse gas emission reduction target for cars and light-duty trucks (-19 percent per-capita) for long-range regional plans in all major California metropolitan regions, as of March 2018; 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

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 01-2021**

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, ABAG approved the Final Regional Growth Forecast in September 2020, planning for 1.4 million new jobs and 1.4 million new households by 2050; 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 approved a revised set of 35 Strategies for the Plan Bay Area 2050 Final Blueprint in fall 2020 as well as the updated Growth Geographies (MTC Resolution No. 4437 and ABAG Resolution No. 16-2020), and;

WHEREAS, the Final Blueprint was informed by over 33,000 public comments, over 15,000 planning process participants, and over 290 public and stakeholder events through the Plan Bay Area 2050 process to date and its predecessor, the Horizon initiative; and

WHEREAS, MTC and ABAG released the Final Blueprint Outcomes and Growth Pattern in December 2020, demonstrating how Plan Bay Area 2050 advances the adopted Vision; and

WHEREAS, the Final Blueprint meets and exceeds the statutory greenhouse gas emissions established by CARB in March 2018, demonstrating the region's commitment to tackle climate change, while accommodating the Final Regional Growth Forecast; and

WHEREAS, the Final Blueprint, if approved to advance into the Plan Bay Area 2050 Environmental Impact Report, would be analyzed against a reasonable range of alternatives in 2021, as required by the California Environmental Quality Act, prior to Plan Bay Area 2050 adoption; now, therefore be it

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

RESOLVED, that ABAG, as a decision-making body, hereby adopts the Plan Bay Area 2050 Final Blueprint as the Preferred Alternative for analysis in the Plan Bay Area 2050 Environmental Impact Report.

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 01-2021**

The foregoing was adopted by the Executive Board this 21st day of January, 2021.

Jesse Arreguín, Chair
President

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 01-2021**

Certification of Executive Board Approval

I, the undersigned, the appointed and qualified Clerk of the Board of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Executive Board of the Association at a duly called meeting held on the 21st day of January, 2021.

Frederick Castro
Clerk of the Board



City of Monte Sereno

18041 Saratoga-Los Gatos Road
Monte Sereno, California 95030-4299
Telephone: 408.354.7635
Fax: 408.395.7653
www.cityofmontesereno.org

January 07, 2021

Delivered by Express Delivery and via Email to RHNA@bayareametro.gov

To: The Association of Bay Area Governments, Executive Board
Bay Area Metro
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Proposed RHNA Methodology and Subregional Shares
Public Comment on RHNA Methodology and Objection Regarding Proposed Share

Dear ABAG Executive Team:

The City of Monte Sereno applauds your efforts in leading the 2023-2031 Regional Housing Needs Assessment (RHNA) along with the Housing Methodology Committee (HCD). Conceptually, The City of Monte Sereno agrees with the five main objectives put forth in the plan. Those objectives are:

- 1) Increase the housing supply and the mix of housing types in an equitable manner
- 2) Promote infill development, efficient development, and CHG reduction
- 3) Promote better relationships between jobs and housing, particularly jobs-housing fit
- 4) Balance existing disproportionate concentrations of income categories
- 5) Affirmatively further fair housing

That said, Monte Sereno strongly objects to the ABAG-proposed numbers we have seen under all current models that have been shared with us. The numbers proposed for Monte Sereno are unfair, untenable, and designed-to-fail. They are unacceptable and if not changed, will almost certainly require formal challenge. We would prefer to avoid that by getting an appropriate allocation from the start. More on that at the end of this letter.

Background

Monte Sereno is a hillside community with an area of 1.6 total square miles. Located just between larger Los Gatos and Saratoga in Santa Clara County, Monte Sereno contracts most of its city services from neighboring jurisdictions. Hence, Monte Sereno has a very small budget of only \$4 million annually and minimal staffing resources.

The City of Monte Sereno was chartered in unique fashion. Since inception, Monte Sereno has essentially functioned as one large residential-only district of approximately 1250 single family homes. There are no commercial shopping districts which can be rezoned. There are no mixed-use real estate developments which may be rezoned. There are no existing apartment complexes. There are simply no land use opportunities Monte Sereno can leverage to achieve substantial RHNA allocation numbers.

Monte Sereno has one bus stop, one traffic light, one church, and one school. Monte Sereno has a very limited jobs base (city services and school only; no commercial jobs). Monte Sereno has no practical access to public transportation. Monte Sereno is a net housing supplier for neighboring jurisdiction's employment centers.

Nearly all properties in Monte Sereno are governed by private property rights in the original covenants, conditions, and restrictions. Those grandfathered CCR's specify and restrict to single family home development on the property they govern. Homeowners who purchased properties under those written assumptions will ultimately be the decision makers when an opportunity presents itself about their property rights/usage. Forcing lip-service zoning changes on land which cannot and will not be developed is worse than no solution at all.

In recent years Monte Sereno **has been** successful adding housing units through use of Accessory Dwelling Units (ADUs), and Junior Accessory Dwelling Units (JADU's) to single family parcels. As a matter of fact, Monte Sereno **was** able to exceed its RHNA numbers of 60 units in the current allocation cycle – but multi-family/high-density mandates could not be fulfilled within the city; they were only met by annexing neighboring county land into the city! ADUs and California's legislative support of ADUs have generally been a workable solution for Monte Sereno's RHNA housing numbers, but there is no guarantee that ADUs will qualify as new housing stock in the next cycle. If they do not, we are again facing not just difficulty, but actual impossibility to comply with unreasonable numbers.

Conversely, the population of Monte Sereno (approximately 3,500) has increased by less than 2,000 persons since 1960. In fact, according to U.S. Census data, since 2010 the population of Monte Sereno has **decreased** by 4.1%. In other words, demand for housing within in Monte Sereno appears essentially static. This point was highlighted in the calculations in correspondence ABAG recently received from the Contra Costa County Mayors Conference dated October 2, 2020. We fully agree with the Contra Costa analysis, which concludes that Monte Sereno should not have 140-190 units assigned, but three units, total. That is the correct number related to our growth pattern and it is the correct number based on our employment-creation levels. Of course we can beat that number with liberal approval of ADU's, but ADU-creation is likely to fall in the 40-60 unit range.

In reference to the current Draft RHNA and its applicability to cities such as Monte Sereno, a "one size fits all" housing allocation is not practical to achieve utilizing the proposed methodology. The City of Monte Sereno will struggle with the Draft RHNA proposal as written. Despite our best efforts as a City, If over-allocation occurs, Monte Sereno will be forced to fail and will be unable to meet our assigned share of the contribution to objectives one through five listed above.

Another further critical consideration: Monte Sereno is located right next to a Tier 3 wildfire zone and there are serious limitations on local evacuation routes and resources. This fact presents additional difficulties developing multi-unit housing in Monte Sereno for ABAG and HCD to consider.

Jobs rich centers and Vehicle Miles Traveled (VMT) calculations are a contradictory measure when used to determine housing allocation for Monte Sereno. An alternative approach for cities like Monte Sereno would be to add additional objectives or exemptions based on factors like insignificant population, transportation, and, most important, a fair allocation based on our employment base and jobs-creation. Lack of local jobs and public transportation lead to increased VMT, an undesired consequence of RHNA's best intentions to reduce Green House Gas emissions (GHG).

Extremely unusual cities like Monte Sereno require will require different approaches to support housing and or alternative RHNA objectives. In other words, mandating a number of units referred to as “one’s share of an allocation” does not allow for consideration of unique characteristics or challenges some communities face delivering housing opportunities.

The City of Monte Sereno welcomes an opportunity to help resolve housing issues regionally. Monte Sereno desires to be included in regional housing, transportation, and climate change solutions.

But in its current draft, RHNA cannot be applied in any practical manner to the City of Monte Sereno, and in some respects, contradicts the very objectives RHNA strives to achieve. Please consider additional methodologies for small cities with small budgets, and large VMT. And please consider additional methodologies or exemptions from ncreased housing density near wildfire zones.

Conclusion

Monte Sereno supports efforts to increase much needed housing in the San Francisco Bay Area region. However, Monte Sereno just does not have the physical resources to add housing according to the objectives set forth in the RHNA 2023-2031 Draft, nor does Monte Sereno have the financial resources to achieve the proposed housing goals. For Monte Sereno to succeed in the 2023-2031 RHNA cycle, there must be alternative allocation solutions or exemptions provided to help small hillside communities play a meaningful part. That number must fall in the range of 40-60 units and it must include ADU’s an it must not impose multi-family and other requirements which simply cannot be met within the City’s borders.

Monte Sereno looks forward to an appropriate allocation which considers all of the foregoing information. Barring that, the City of Monte Sereno reserves all applicable rights and legal remedies that may be available should it be necessary to challenge the allocation methodology and/or the draft allocation to the City of Monte Sereno.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shawn Leuthold', with a stylized, flowing script.

Shawn Leuthold, Mayor
City of Monte Sereno